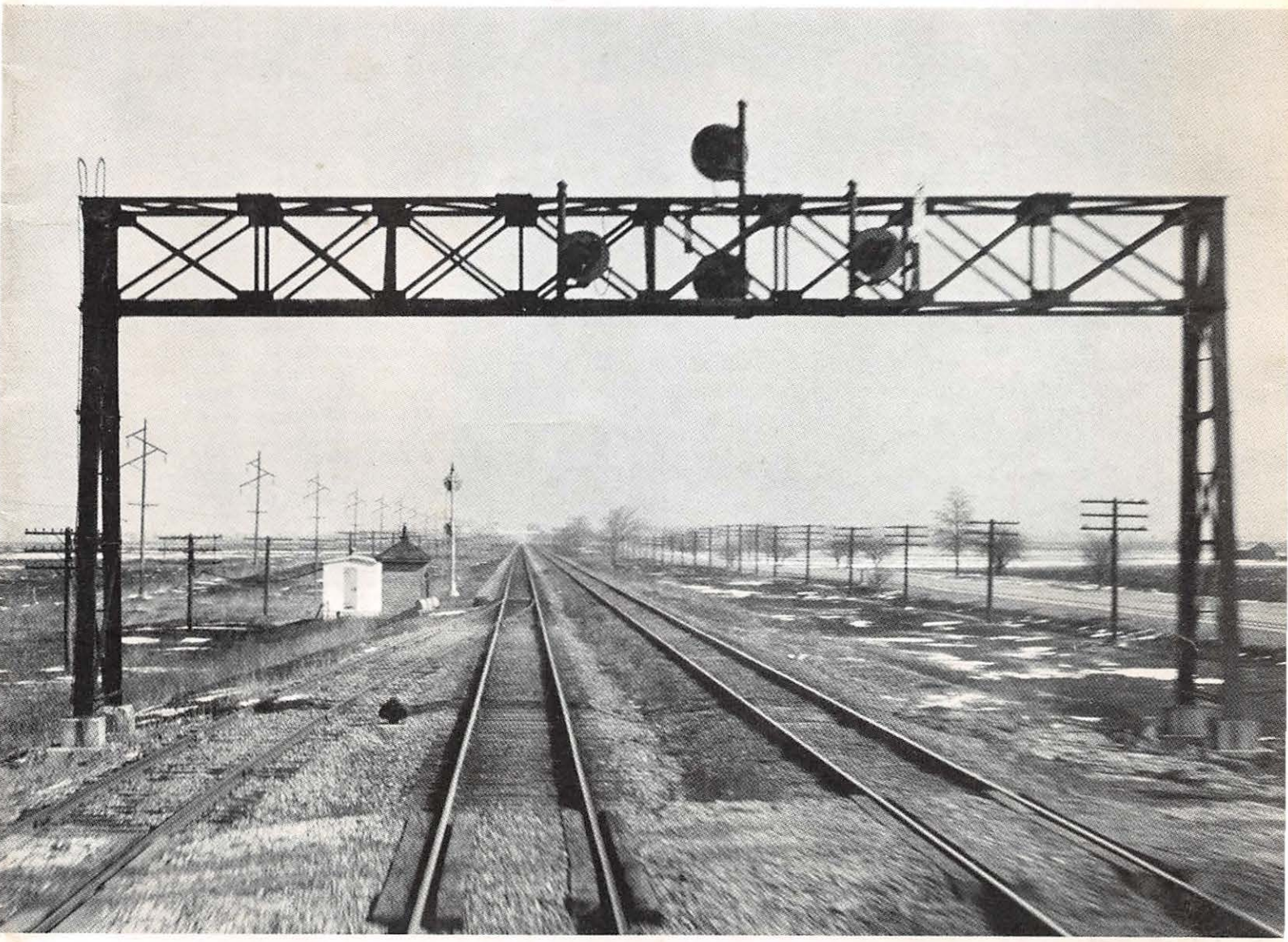
JULY-AUGUST 1969

THE Signalman's JOURNAL



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Signalmen And "PATH" Sign Agreement 146

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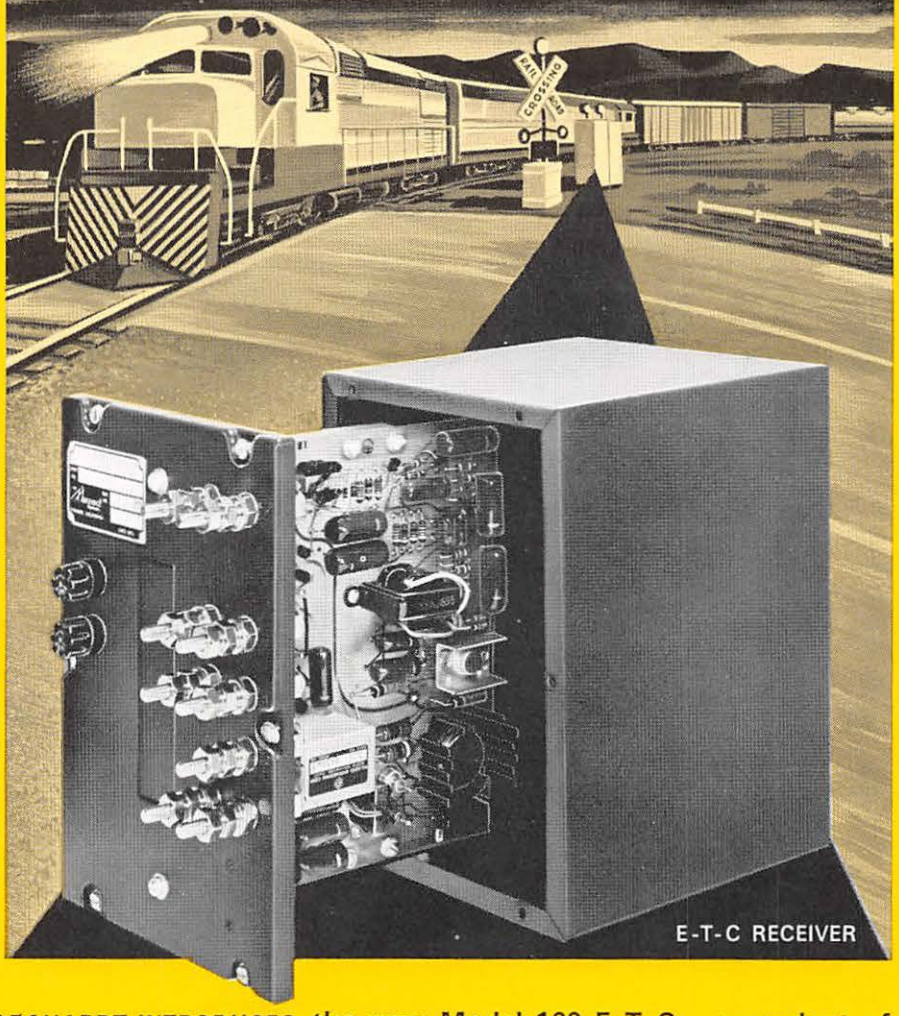

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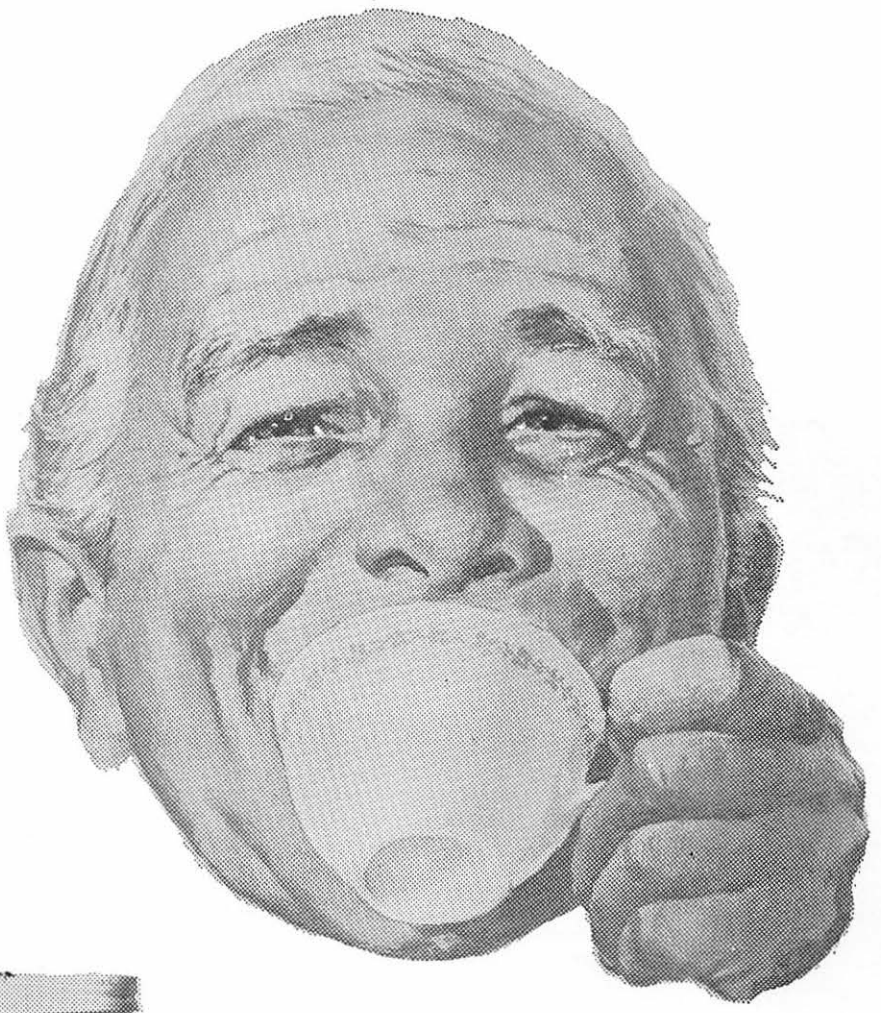

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

2247 Lawrence Ave., Chicago, Ill. 60625

JULY-AUGUST 1969

Vol. 50, No. 6

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.
ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.
The Signalman's Journal is published monthly (except bi-monthly January-February and July-August) at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Second class postage paid at Waterloo, Wis.

A Message From President C.J. Chamberlain

ON MAY 20, 1969, I ATTENDED a hearing held in Washington, D. C., by the Senate Surface Transportation Subcommittee on railroad safety legislation bill S1933, introduced by Senator Vance Hartke of Indiana. Senator Hartke is chairman of the subcommittee, and his proposed legislation would give the Department of Transportation broad authority to lay down minimum safety standards and regulations for railroad equipment, facilities and operating practices, as part of an effort to halt the huge rise in railroad derailments and other accidents in recent years. The railroad safety legislation is endorsed by the Railway Labor Executives' Association, and testimony given by supporting witnesses revealed that railroad accidents have increased by 93 percent during the period 1961 to 1968.

The need for Federal regulations to cover tracks, equipment, structures and operating practices is absolutely vital, as present unsafe conditions on many railroads present an extremely hazardous situation for both railroad employes and the general public.

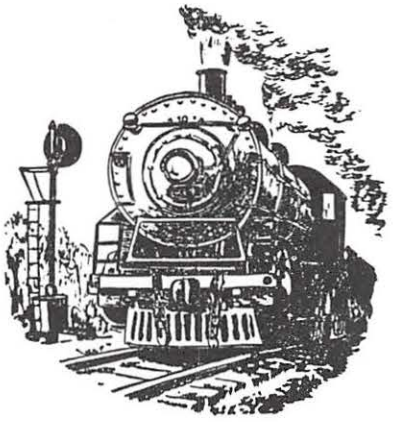
While listening to the startling, factual testimony in support of this bill, I could not help but think about the existing Federal rules and regulations governing the installation, inspection, maintenance and repair of automatic block signal systems, interlocking traffic control systems, and automatic train stop, train control and cab signal systems. All of us who have been engaged in signal work for a number of years are thoroughly familiar with the rules. We also know that the rules and regulations were adopted to promote the safety of railroad operation and to insure that signal systems, devices and appliances are in proper condition to operate and provide adequate safety.

For the most part, our experience with the application and enforcement of the existing rules on the majority of railroads in the United States has been favorable, however, some incidents and practices brought to our attention by our members make us wonder if some managements would prefer to do away with

the rules and be left free to operate without regulations.

We frequently hear of incidents where signal failures which occur after regular working hours are not repaired promptly. In a number of cases the failures are not reported to the signal maintainer until he reports for duty the next morning, or when failures occur on a week end the signal maintainer is not notified until the following Monday.

We have been advised of instances where the signal territories have been lengthened to such an extent that it is virtually impossible for the signal maintainer or testman to make the required inspections and reports provided for in the regulations. We know that in some cases the signal territories are not being maintained in accordance with existing rules and regulations because the signal maintenance forces are undermanned, and in addition, are being used to perform signal construction work. We have also been advised of instances where some carriers have made changes in existing signal systems before approval is obtained from the Federal Railroad Administration, Bureau of Railroad Safety.



It appears to us that on those properties where any of the above instances occur, a general review of procedures and organizational set-up would be in order, as unquestionably, condoning such practices can only lead to further deterioration of an already bad situation.

We do not want to believe that those in charge of and responsible for the safe and efficient operation of signal facilities on any railroad are guilty of knowingly and willfully violating any of the Federal rules and regulations under which signal systems operate, however, the frequency and number of complaints brought to our attention has us concerned. Of course, we report each and every alleged violation to the proper authorities for investigation and will continue to do so, as we firmly believe that the existing rules must be complied with.

We have received information from a reliable source that a committee of the Signal and Communication Section is presently working on revisions of certain RS&I rules. We strongly urge the committee to come up with recommendations that will strengthen rather than relax the rules.

There can be no relaxation of safety standards in the operation of our signal systems if the industry is serious about remaining as a competitive form of transportation. A high speed, safe and efficient transportation system requires strict adherence to rigid safety standards.

How many signal departments of today are operating their signal systems in strict compliance with existing Federal rules and regulations? How many could stand a thorough investigation of their facilities and operating practices? What an ideal situation if the answer to both questions could be "all," however, the mounting evidence makes us believe otherwise.

New Benefit Year For Unemployment And Sickness Benefits

A NEW BENEFIT YEAR FOR unemployment and sickness benefits started July 1, 1969. Some facts about how unemployment and sickness benefits are affected by the start of a new benefit year and certain information about eligibility are discussed below.

To be eligible for benefits in the new benefit year, an employe must have railroad earnings of at least $1,000 in calendar year 1968 not counting more than $400 for any one month. An employe who entered railroad service for the first time in 1968 must also have worked for a railroad in at least 7 months of that year. However, employes with at least 10 years of service, under certain conditions, may still qualify for benefits after July 1, 1969, even if they did not earn $1,000 in 1968.

Normal unemployment and sickness benefits are payable for a maximum of 26 weeks. Extended benefits can be paid for an additional 13 weeks to employes with 10 years of service, or an additional 26 weeks to those with 15 years of service. However, employes over age 65, claiming sickness benefits, are limited to normal benefits. Benefits are paid for all days of unemployment and sickness over 4 in 14-day claim periods except that for the first 14-day period of sickness in each benefit year, an employe can only be paid benefits for 7 days.

Employes with 10 or more years of service, who did not earn $1,000 in calendar year 1968, can receive extended unemployment or sickness benefits in the new benefit year if they received normal benefits in the preceding benefit year. Also, employes who were receiving extended unemployment or sickness benefits for the benefit year 1968-69 can continue to receive such benefits after July 1 until they exhaust their periods of 13 or 26 weeks as the case may be.

Employes who do not qualify for either normal or extended benefits can under certain circumstances still receive benefits during the new benefit year. An employe with 10 or more years of service can receive benefits after July 1 on the basis of his earnings in calendar year 1969 rather than 1968. In order to qualify for such early benefits, the employe, in addition to having 10 years of service, must have earned at least $1,000 in 1969, have not voluntarily retired or left his railroad job without good cause (if unemployed), and be sick or unemployed for at least 14 consecutive days. If claiming sickness benefits, he also must be under age 65.

When a railroad employe becomes unemployed, he must register for benefits each week with an unemployment claims agent. Since agents are railroad employes, an employe can usually find one at the location of his railroad job. After the agent takes the claim for unemployment benefits he transmits it to a board field office for payment.

On the other hand, an employe who is unable to work because he is sick, is required to mail his application for benefits directly to the Railroad Retirement Board. An application (which includes a doctor's statement) is required at the beginning of each spell of sickness for which benefits are claimed.

Application forms for sickness benefits (form SI-1a & b) can be obtained from railroad employers, railroad labor organizations, or any board office. The board suggests that each employe obtain several applications to keep on hand for use in claiming sickness benefits. It is a good idea to inform all family members of the location and use of such forms. It is also helpful to keep these forms together with the employe's BA-6, Certificate of Service Months and Compensation, so that all necessary records are readily available.

The application and doctor's statement should be filled out and mailed to the board with the right-hand section of the form BA-6, no later than the seventh day of the illness for which benefits are claimed. If the employe is too sick to complete the application, someone else should do this for him. If the application is not filed on time, benefits may be delayed, or in some cases even lost, if no acceptable explanation for the late filing is given.

Information about unemployment and sickness benefits can be obtained at any office of the Railroad Retirement Board. Board personnel will be happy to assist you and answer any other questions you may have. Railroad labor and management officials can also be of great help.

The board publishes informational pamphlets on how to go about claiming unemployment and sickness benefits. These pamphlets can be obtained without cost at any board office or by writing to the board's Information Service, U.S. Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611.

Filing Information For Members Of R.R. Hospital Associations

IN CLAIMING MEDICARE benefits, members of railroad hospitalization and group practice prepayment plans should follow the rules of their own organization. *Recent publicity that all railroaders and members of their families should file their claims exclusively with the Travelers Insurance Company was not meant to apply to members of hospital and group prepayment plans.* Almost all hospital associations and group practice prepayment plans have made special arrangements to receive direct payment for covered services that they furnish members.

If you are in such a plan, information on how to go about claiming benefits is given in *Your Medicare Handbook,* (pages 22-23). This booklet has been furnished to all persons enrolled in Medicare. However, if you do not have a handbook, you can obtain one by writing to your nearest Railroad Retirement Board District Office. If you need more information, get in touch with your individual hospital association or group practice prepayment plan or visit one of the Board's district offices.

Signalmen And "PATH" Sign Agreement

OUR BROTHERHOOD AND the Port Authority Trans-Hudson, "PATH," signed an agreement which places in effect substantial gains for our members on that carrier.

The agreement calls for wage increases on May 27, 1969, May 24, 1970 and November 22, 1970. The agreement was signed on May 27, the terminating date of the Brotherhood's 1966 agreement.

Vice President B. H. Steuerwald and General Chairman J. J. Reese signed the agreement for our organization.

Highlights of the agreement are wage increases for all Signalmen II of 52 cents an hour. All Repairmen I will receive 48 cents an hour.

Under the new schedule of rates, helpers will receive a starting hourly wage of $3.15 in 1970. A helper in the fourth year of employment will receive $3.6275 an hour on November 22, 1970.

Signal Apprentices will be paid $3.4450 an hour for the first period of training and will advance to $3.96 an hour when their training is completed.

Signal Testmen I will receive $4.135, Signal Shop Repairmen I, $4.335 and Repairmen I, $4.685 an hour in their third year of employment after November 1970.

Signal Testmen II will receive $4.685, Shop Repairmen II, $4.9025 and Repairmen II, $5.135 an hour in their third year of employment after 1970.

In addition to the wage increases outlined above, our members also received the following benefits.

Trade Helpers will become permanent employes after six months, in place of the nine months previously.

Employes who complete five years service this year will be given three weeks vacation in 1970 rather than 1971. Employes with twenty-five years service will receive five weeks vacation in 1970.

The new agreement is for two years and reads as follows:

"**Agreement** made as of this 27th day of May, 1969 by and between PORT AUTHORITY TRANS-HUDSON CORPORATION ('PATH') and the BROTHERHOOD OF RAILROAD SIGNALMEN ('the Brotherhood') in settlement of the Brotherhood's Section 6 notice dated April 28, 1969 and PATH's Section 6 notice dated May 8, 1969.

IT IS AGREED:

1. The agreement between the parties, dated October 6, 1964, as amended ('the basic agreement'), is hereby amended as follows:

(a) Appendix 'A' of the basic agreement is amended by striking out therefrom in its entirety the schedule appearing therein and by substituting therefor the following:

'Title	Step*	May 27 1969	May 24 1970	Nov. 22 1970
Signal Testman II	1	$4.4175	$4.6375	$4.6850
Signal Shop Repairman II	2	4.6200	4.8500	4.9025
Signal Repairman II	3	4.8400	5.0825	5.1350
Signal Testman I	1	3.8975	4.0925	4.1350
Signal Shop Repairman I	2	4.0850	4.2900	4.3350
Signal Repairman I	3	4.4175	4.6375	4.6850
Signal Apprentice	1	3.2475	3.4100	3.4450
	2	3.4200	3.5900	3.6275
	3	3.5750	3.7550	3.7925
	4	3.7325	3.9200	3.9600
Trades Helper-Signal	1	2.9700	3.1175	3.1500
	2	3.1075	3.2625	3.2975
	3	3.2475	3.4100	3.4450
	4	3.4200	3.5900	3.6275

*1. First year of employment
2. Second year of employment
3. Third year of employment
4. Fourth year of employment, (Employes on the property as of May 27, 1969 shall be paid pursuant to Section 1 (a) of the agreement bearing that date.)'

Signal Shop Repairmen, Signal Testmen and Signal repairman presently in steps 4, 5 and 6 shall, as of the date of this agreement, be paid respectively at steps 1, 2 and 3; and Trades Helper-Signal and Signal Apprentices presently in steps 3, 4, 5 or 6 shall, as of the date of this agreement, be paid respectively at steps 1, 2, 3 and 4. All such employes shall retain their present anniversary dates for the purpose of progressing to their next appropriate steps. All employes in steps 1 and 2 shall, as of the date of this agreement, be paid at step 1 and shall progress to their next appropriate steps at intervals of one (1) year from the date of this agreement.

(b) Effective January 1, 1970 Article VIII-B of the basic agreement is amended by striking out therefrom the second schedule appearing therein in its entirety, and by substituting therefor the following:

'Length of service on January 1 of given year	Vacation Allowance
5 years or less	10 days
Over 5 years but not over 10	15 days
Over 10 years but not over 25	20 days
Over 25 years	25 days'

(c) Article IX-A of the basic agreement is amended by adding thereto a new section to be called Section 5. Section 5 shall read as follows:

'5. Notwithstanding anything to the contrary in paragraph A hereof, an employe commencing work under this agreement after May 27, 1969 shall be paid supplementary sickness benefits for each work day when sick only after the first five (5) work days of said sickness in the case of all sicknesses commencing during such an employe's first year of employment.'

(d) Article IX-B of the basic agreement is amended by adding thereto the following paragraph:

'Notwithstanding the above paragraph, no additional

such benefits provided for after May 27, 1969 shall be extended to employes covered by this agreement unless PATH and the Brotherhood agree in writing to the extension of such benefits.'

(e) Article XIII-B of the basic agreement is amended by striking out the words 'nine (9) months' therefrom, and by substituting therefor the words 'six (6) months.'

(f) Article XIV-D of the basic agreement is amended by adding thereto the following sentence:

'If a temporary employe becomes regularly employed he shall be on probation for a period of sixty (60) days less the number of days he was employed as a temporary employe.'

2. This agreement shall be effective as of May 27, 1969. The Brotherhood agrees that it shall serve no notice on PATH, pursuant to the terms of Section 6 of the Railway Labor Act, prior to thirty (30) days before May 27, 1971. However, if PATH serves such a notice the Brotherhood shall have the right to serve a Section 6 notice.

Signed at New York, New York
May 27, 1969" *(Signatures Omitted)*

Live a Little Longer

Viral Hepatitis

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copywrited by The Machinist and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

HERE IS A WARNING. HEPatitis, an acute or chronic disease of the liver, caused by an unidentified virus, may be upon us in epidemic proportions this year. No one knows how many cases there are. It's so mild usually, it's not easily recognized.

In the year ending last June, the cases rose sharply. Forty-four thousand children and adults had it. The previous epidemics occurred in this country in 1954 and 1961. The U.S. Public Health Service thinks one may be starting now.

There are at least three kinds of hepatitis.

The infectious variety usually attacks children and adults under 30. Generally it is mild and of short duration. It reaches the liver by way of the mouth and the digestive system.

Serum hepatitis hits adults and is more severe. It reaches the liver by way of blood transfusions and certain injections from use of the hypodermic needle. It is often called transfusion jaundice. Jaundice occurs when the sick liver cells allow too much bile to get into the blood.

Another type is toxic hepatitis, caused by some of the many new drugs now being given. Doctors often check liver function of patients taking certain drugs for a long time. It is a chemical form of the disease.

Symptoms

The infectious or serum type has symptoms almost identical to the flu: fatigue, loss of appetite, nausea and vomiting, chills, fever and headache. Pressure over the liver, just below the right lower ribs, is sensitive. If one is a smoker, he may lose his taste for tobacco.

Fortunately hepatitis is rarely fatal, but the Public Health Service says there are few deaths. More often, if the doctor sees the patient early, it is a case of feeling bad for some time, even months.

Prevention

The most common way of transmitting the infectious variety is failing to wash the hands thoroughly after going to the toilet. Such failure may contaminate food, eating utensils and other objects handled by others. There is no evidence it can be spread by droplets from coughing and sneezing. It can, however, be spread by drinking polluted water. You can't detect the virus in the water.

Wash your hands carefully with soap and water before handling food and before eating. Above all, teach children the value of washing their hands with soap and water after bowel movements.

Bed rest and adequate diet is about all one can do to treat the average case.

The Bureau of Labor Statistics reports that employment growth and older worker retirements are expected to open about 3½ million jobs each year through the mid-1970's.

C&EI's Eastern Road Is Sold to L&N

THE CHICAGO & EASTERN Illinois Railroad completed the sale of its Eastern line to the Louisville & Nashville Railroad.

Acquisition of the line gives the L&N direct access to Chicago from Evansville, Ind., about 285 miles south of Chicago. At Evansville, the line connects with the L&N system that extends through much of the Southeast.

The sale was in compliance with an Interstate Commerce Commission order authorizing the Missouri Pacific Railroad to acquire control of the C&EI and requiring the Mo-Pac to negotiate for the sale of the C&EI's Eastern line to the L&N.

The C&EI properties included in the sale are outright ownership by L&N of the C&EI line from Evansville, Ind., to Woodland Junction, Ill., along with industrial development properties on the line; joint ownership with C&EI of the line from Woodland Junction to Dolton Junction; and one half of the C&EI's interest in facilities at and north of Dolton Junction of two terminal switching lines at Chicago, the Chicago & Western Indiana and the Belt Railway of Chicago.

Also included in the transaction were 48 diesel locomotives and 1,495 freight cars and cabooses.

Purchase price was about $40 million.

Most Man-Work

The U.S. Department of Labor reports that the planting, care and harvesting of cotton require more man-months of seasonal labor than any other crop. Developments such as mechanization or programs limiting production, which affect the demand for cotton labor, have a profound effect on the nation's seasonal labor requirements.

Uncle Tom Austin To Celebrate 100th Birthday

RETIRED SECRETARY-Treasurer Thomas A. Austin will celebrate his 100th birthday on August 31. Uncle Tom's many friends wish him a "Happy Birthday" and continued good health.

Tom and Hazel Austin will also celebrate their 52nd wedding anniversary on August 13.

Brother Austin retired January 1, 1943 after serving twenty-five years as Grand Secretary-Treasurer. Prior to his election as Secretary-Treasurer he had served as Chairman of the Grand Board of Trustees from 1914 to 1917.

Brother Austin was born at Bradley, near Ashbourne, Derbyshire, England, August 31, 1869. Arriving in this country in May, 1880, his family moved to a farm in Ohio. He left school at the age of 15 and worked on a farm for two years, following which he secured a job on the coal chutes in the West Ashtabula Yard of the Lake Shore and Michigan Southern. Later he was transferred to yard duty throwing hand switches and for a short time worked as switchman.

Again taking a job on a farm, he worked for room and board during the winter months while studying telegraphy at night in an Ashtabula telegraph office. In June, 1889, he accepted a position as night operator at Coalburg, Ohio, on the Lake Shore and Michigan Southern, which was later part of the New York Central and the now Penn Central. His pay was $40 per month. In the spring of 1890 he was transferred to the main line as night operator and leverman, Tower No. 2, at Kingsville, Ohio, working as first trick operator from 1896 to 1905, his salary ranging from $45 to $70 per month. During this time he aided in the organization of the Order of Railroad Telegraphers which secured its first agreement in 1902.

In the spring of 1905, on account of changes in operators' positions, Brother Austin requested transfer to the Signal Department which was granted. With assignment to construction gang at the rate of $1.75 per day, he worked on the installation of Hall block signals between Buffalo and Cleveland. For a while he worked as battery man, receiving $55 per month, and eighteen months after entering the signal department he was assigned maintainer at a salary of $65 per month. He joined the B.R.S. in 1909 and through his efforts Bula Local 16 was established at Ashtabula, to which he was elected chief signalman. The day following installation of the local the signal supervisor instructed his maintenance foreman to cover the division and warn the signalmen that unless their organization activities, including attendance at meetings, were stopped they would be discharged. This threat had the desired effect of breaking up the local.

That setback did not keep Brother Austin from carrying on his organization work, and by 1912 the men on his division were again members of the B.R.S. At about this time he successfully led the signalmen in establishing a solid organization on all divisions between Ashtabula and Chicago, with the exception of the Cleveland Terminal District. The locals then on Lines West of the New York Central were 35, 10 and 38. In June, 1913, Brother Austin attended the B.R.S. convention held in Detroit, Mich. The following year he was delegate to the convention held in Hazelwood, Pa., where he was elected chairman of the Grand Board of Trustees. He was re-elected to this office at the 1915 convention held in St. Thomas, Ont.

In the fall of 1915 Brother Austin, then general chairman of the New York Central committee proposed to the management that an agreement be negotiated covering signalmen. It was necessary to make plans for strike action and the dispute was not settled until May, 1916, when a mediation agreement was reached, granting a $3.00 a month increase, overtime after 10 hours work, promotion and seniority rules.

In 1917 at the convention in New Haven, Conn., Brother Austin was elected Grand Secretary-Treasurer, which paid a salary of $365 per year. At that time the treasury did not have sufficient funds to pay outstanding bills, but when the next convention was held in Baltimore, Md., in 1918 a substantial balance was shown. Then in 1919, when the convention was held in Kansas City, the organization was in a strong position both with respect to finances and membership which numbered more than 13,000.

(cont'd. on page 149)

Shown above are Hazel and Tom Austin, in a recent picture, at their home in Englewood, Florida.

Railroad Safety Task Force Recommends Legislation

AN EIGHT-POINT RAILROAD safety program—including enactment of legislation authorizing broad Federal regulatory powers and establishment of a permanent public-management-labor advisory committee—was recommended by a special Task Force on Railroad Safety.

The Task Force, formed at the request of Secretary of Transportation John A. Volpe, has been examining railroad safety since May 1. During this period, the group reviewed the special operating characteristics of the railroad industry, the scope and nature of its safety problems, and the Federal and State regulatory role. Reginal N. Whitman, Federal Railroad Administrator, is the Task Force Chairman.

Reporting its recommendations to the Secretary, the Task Force recognized that the railroad safety experience is at a point where "effective steps must be taken to bring the problem under control," adding that "solutions short of broad Federal regulation may not adequately meet the situation."

To implement the eight recommendations, the Task Force urged that the Secretary of Transportation draft appropriate legislation in consultation with the Task Force and appropriate Congressional Committees.

The special group, made up of representatives of State regulatory commissions, and railroad management and labor, advised the Secretary that the railroad safety problem is national in scope and concern is widespread, particularly over the continuing rise in derailments and those accidents involving hazardous materials.

It concluded that the general causes of train accidents "are most evenly divided among human error, defects in or failure of equipment and defects in or improper maintenance of track and roadbed"—areas it said were not generally covered by Federal and State safety regulations.

Regarding the safety problem at the rail-highway grade crossing, the Task Force urged "immediate and properly funded" public programs to provide the motorist—one of the major elements of the problem—with "positive, uniform and adequate information about the hazard at the crossing."

Specifically, the Task Force recommended:

The Secretary of Transportation, through the Federal Railroad Administration, be given authority "to promulgate reasonable and necessary rules and regulations establishing safety standards in all areas of railroad safety."

Establishment of a National Railroad Safety Advisory Committee to advise, consult with and make recommendations to the Secretary. The Committee would be chaired by the Federal Railroad Administrator and have representatives from State regulatory commissions, railroad management and labor.

A "Federal-State partnership" in administering a rail safety program, with existing State rail safety statutes and regulations "remaining in force until and unless preempted by Federal regulation."

Initiate a Government-industry research program into railroad safety technology funded immediately for an initial three-year period.

Expansion of formal employe training programs "to insure compliance with safe operating practices and reducing the impact of human error in the accident experience."

An expanded program of grade crossing safety "utilizing established Federal and State agencies and advisory groups to set uniform procedures and standards," with new sources of funding provided.

The Task Force further recommended that: (1) the Federal Railroad Administration revise its rules for reporting accidents "to make the data more current, more uniform and to identify causes more accurately; and (2) the proposed Advisory Committee study the present delegation of authority to the Association of American Railroads' Bureau of Explosives "in certain areas of the Transportation of Explosives and Other Dangerous Articles Act."

In addition to Administrator Whitman, the Task Force consisted of Willis F. Ward, Chairman, Michigan Public Service Commission; Charles J. Fain, member, Missouri Public Service Commission; and John P. Vukasin, Jr., Member, California Public Utilities Commission. Representing railroad labor were: George E. Leighty, Chairman, Railway Labor Executives' Association; Donald S. Beattie, Executive Secretary, Railway Labor Executives' Association; Al H. Chesser, Vice President, National Legislative Representative, United Transportation Union; and William E. Skutt, Assistant Grand Chief Engineer, Brotherhood of Locomotive Engineers. Representing the railroad industry were: Thomas M. Goodfellow, President, Association of American Railroads; William D. Lamprecht, Vice President Operations, Southern Pacific Railroad; James R. Thorne, Vice President Operations, Seaboard Coast Line Railroad; and C. V. Cowan, Vice President Operations, B & O Railroad.

SALES ENGINEER

Chicago based railway supply company has opening for Sales Engineer. Prefer man with some experience in C.T.C. and Crossing Protection work. Sales experience preferred but not required.

SEND RESUME STATING SALARY REQUIREMENT TO:

BOX 36
Signalman's Journal
2247 Lawrence Avenue
Chicago, Illinois 60625

Uncle Tom Austin To Celebrate 100th Birthday

(cont'd. from page 148)

From 1917, Brother Austin was reelected Grand Secretary-Treasurer until his decision to retire at the end of his term of office on December 31, 1942.

In 1957 the Austins moved to Englewood, Fla. and the last few years the town has helped Uncle Tom celebrate his birthday.

Once again the officers and members of Grand Lodge join Uncle Tom's many friends in wishing him a Happy 100th Birthday.

Grand Lodge Members Given New Assignments

PRESIDENT C. J. CHAMBERlain announced the appointment of W. D. Best as Director of Research at Grand Lodge Headquarters, effective July 1. Brother Best served as Grand Lodge Representative from January 1, 1963 until assuming his new position. A member of Local 146, Brother Best served as Local Chairman and Vice General Chairman of the Pennsylvania System General Committee prior to his appointment to Grand Lodge in 1963.

W. D. Best

The Grand Executive Council, on the recommendation of President Chamberlain, established the new position with the approval of the Grand Board of Trustees. In announcing the new appointment, President Chamberlain stated that we have had a definite need for such a position at Grand Lodge for some time. Our recent wage negotiations and our plans for future movements on an individual basis make the position necessary at this time. The new position will meet the expanding requirements and needs of the Brotherhood.

Brother Best compiled statistical data, material and other information for our recent wage case. He is presently compiling data for our upcoming wage notice.

President Chamberlain stated, "Brother Best is fully qualified to assume the duties of the position of Director of Research, and I have every confidence in his ability to set up and establish a Research Department which will be a definite asset to our Grand Lodge operation."

In another change of Grand Lodge personnel, Grand Lodge Representative W. W. Altus, our Member on the National Railroad Adjustment Board, Third Division, Supplemental Board, was reassigned to Grand Lodge Headquarters. Brother Altus' primary duties will be preparing cases for the NRAB in addition to other assignments under the direction of the President.

The assignment of Brother Altus to Grand Lodge Headquarters is due to the discontinuance of the Third Division Supplemental Board on June 30, 1969. Brother Altus served as our Member on the Supplemental Board from the time of his appointment to Grand Lodge in 1961.

W. W. Altus

Schnitzler Retires From AFL-CIO

WILLIAM F. SCHNITZLER, 65, secretary-treasurer of the AFL-CIO, retired effective June 30. He becomes secretary-treasurer emeritus of the AFL-CIO.

The Executive Council of the AFL-CIO chose Joseph Lane Kirkland, executive assistant to AFL-CIO President George Meany, to fill out the remainder of the term that extends until the biennial election at the seventh AFL-CIO convention in October.

Schnitzler, who had risen to the head of the Bakery and Confectionery Workers in 1950, was chosen secretary-treasurer of the AFL two years later when AFL Secretary-Treasurer Meany moved up to succeed the late AFL President William Green. He was one of six union leaders who resolved the 20-year labor division that led to the AFL-CIO merger.

Kirkland, 47, a native of Camden, S.C. and a member of the Masters, Mates & Pilots, served as a maritime officer after graduation from the U.S. Merchant Marine Academy in 1942.

He joined the AFL research staff in 1948 after completing his B.S. degree work at Georgetown University.

From 1953 to 1958 he served as assistant director of the AFL and AFL-CIO Department of Social Security.

In 1958 he became director of research and education of the Operating Engineers, returning to the AFL-CIO in 1960.

Large Southeastern railroad needs Signalmen and Assistant Signalmen for system construction crews. Write K. M. Corbett, Manager-Personnel Services, Seaboard Coast Line Railroad, 500 Water Street, Jacksonville, Florida 32202.

WABCO Announces New Appointment

THE SIGNAL & COMMUNIcations Division of Westinghouse Air Brake Company (WABCO) has announced the appointment of L. G. Phillips to the position of Manager-Southwestern Region, St. Louis, Missouri. Mr. Phillips succeeds G. E. Stinson who was recently appointed Manager-Railway and Industrial Sales for the division.

Mr. Phillips started his career in 1946 with the Signal Department of the Milwaukee Railroad. He became associated with the Signal & Communications Division of WABCO as a Sales Engineer in 1961 with headquarters in Chicago, the position he held prior to his present appointment.

RLEA Seeks Legislation To Prevent Pension Slash

LEADERS OF THE NATION'S railway unions have turned to Congress for action after trying, without avail, to secure agreement with the railroads for continuing the present supplemental pensions to retired long-service railroad employes.

G. E. Leighty, chairman of the Railway Labor Executives' Association, declared that discussions with the carriers on the program "have not been successful."

He warned that "unless Congress acts, these supplemental pensions of $45 to $70 a month will have to be drastically cut next Oct. 1"—and in fact "might be cut by more than half."

"That prospect is of grave concern not only to the nearly 50,000 retired railroaders now receiving supplemental pensions but also to hundreds of thousands of working railroaders who expect to receive them when they retire," Leighty said.

Long discussions

To avoid these cuts, he explained, a committee representing all the standard railroad unions began meeting late last year with a railroad management committee headed by John P. Hiltz, chairman, National Railway Labor Conference, the carriers' bargaining group.

"On the union side, our aim was to win management's agreement that we should jointly ask Congress to preserve the supplemental pensions unchanged until Nov. 1, 1971," Leighty continued.

"That was certainly the intent and expectation when Congress enacted the supplemental pensions in 1966 for a five year period from Nov. 1, 1966 to Nov. 1, 1971.

"These pensions were to be financed by a two cents per employe-hour tax on the railroads, unlike the regular Railroad Retirement annuities which are financed by an equal tax on the railroads and the employes.

Moral obligation cited

"To be on the safe side, the law provided for reducing the supplemental benefits if the two cents per employe-hour tax became insufficient to pay for them. Unfortunately, that is now happening. Railroad mergers, employe reassignments and various inducements offered by the carriers have led to far more retirements by veteran railroaders than were expected.

"There is no doubt whatever of the railroads' moral obligation to furnish the taxes needed to pay for the present supplemental pensions to men who have given a lifetime of work to this industry.

"The railroads did join with us in 1966 in presenting an agreed-upon plan to Congress for the supplemental pensions. We hoped they would join with us in 1969 in facing up to the present crisis.

The RLEA Retirement Committee has held several conferences with the Carriers Committee but no agreement could be reached on joint legislation. The Carriers Committee has insisted on a moratorium on any improvements in the supplemental pensions before October 31, 1976, and a compulsory retirement scheme for railroad employes.

These conditions are obviously unacceptable to railroad employes, and we have so informed Mr. Hiltz.

We appeal to Congress to preserve present supplemental railroad pensions until Nov. 1, 1971, as originally intended. A bill to do this, H.R. 11607, has been introduced by Rep. Harley Staggers (D., W. Va.), chairman of the House Interstate Commerce Committee.

Action is urgent. The deadline of next Oct. 1 will soon be upon us. Every railroader, active or retired, who wants to preserve supplemental pensions should write now to his own congressman, asking support of the Staggers bill, H.R. 11607.

Urge 20% Boost In Social Security

The National Council of Senior Citizens is far from satisfied with Nixon Administration proposals to boost benefits by 7 percent and is determined to make its position clear to the President at its eighth annual convention in Washington.

The 1,500 delegates, representing some 2,500,000 members of the Council, want a far bigger boost than 7 percent. They point to the call for at least a 20 percent boost that has been made by Senator Harrison A. Williams, Jr., New Jersey Democrat, and the demand for a 50 percent increase that has been made by the AFL-CIO.

Unions Back Retirement at 60 After 30 Years of Rail Service

RAILWAY UNIONS ARE BACKING AN AMENDMENT TO THE Railroad Retirement Act, under which male workers will be able to retire at 60 if they have had 30 years of service. Women rail workers can do so now, and the amendment would equalize the situation.

The RLEA at a recent meeting voted to endorse a bill that covers such an amendment. The bill, H.R. 11814, has been introduced by Rep. Dominick Daniels (D., N.J.).

Support of the bill is based on these factors:

There is no logical reason why men should be denied retirement benefits now provided in the law for women workers. Our nation operates on the basis of equal rights for all; the Daniels bill extends that concept to male as well as female retirees. . .

Secondly, the Daniels bill is just one step in our efforts to improve the benefit payments of the railroad retirement system. . . I hope it receives the strong support it deserves from railroad people and from the public.

Previously, as reported in The Signalman's Journal, the RLEA went on record against another pending bill which would provide for full retirement benefits after 30 years of service, regardless of age. The RLEA said this bill would enable many railmen to retire in their fifties at full pension, forcing a sharp increase in rail retirement taxes to finance the cost.

Travelers Has Open Enrollment For Eligible Furloughed, Retired And Other Employes

AN OPEN ENROLLMENT PE-riod in June, July and August has been arranged by the cooperating Railway Labor Organizations and The Travelers Insurance Company to make available coverage under Group Policy GA-23111, for those employes and their dependents (spouse and children under 19 years of age) not currently enrolled. During these months any retired employe or an employe who is on leave of absence or furlough with respect to his railroad employment and who while in active employment was insured under Group Policy Contract GA-23000 (or any of the plans replaced by GA-23000), may enroll for the group hospital, surgical and medical plans available under Group Policy GA-23111.

Furloughed employes of a hospital association railroad may enroll for dependent benefits only.

No medical evidence of insurability will be required during the open enrollment for those not currently enrolled. In order to obtain the insurance, the only requirements are that the employe must have been covered by one of the active employe plans and submit a completed enrollment form with his check or money order, for the required monthly payment, before September 1, 1969.

The furloughed or retired employe may also insure his unmarried dependent children over 19 years of age but under 25 who are full-time students and unmarried children over age 19 who are incapacitated by permanent physical or mental disability which began prior to age 19 may also be insured.

In addition, the widow and surviving children of an employe who was insured as an active, furloughed or retired employe is also eligible to enroll under Group Policy GA-23111.

Also, active employes may enroll under Plan D of GA-23111 to provide benefits for their parents and parents-in-law who are age 65 or over and eligible for Medicare.

For those signing up during this three-month period, the insurance coverage will become effective on the first day of the month following receipt by The Travelers of the completed enrollment form and the check for the required monthly payment.

There are four plans available; three for individuals under age 65 and one for those age 65 and over.

Plans A,B, and C

Plans A, B and C provide Hospital and Surgical Expense Benefits.

Plans B and C also provide Maternity Benefits, Medical Expense Benefits for doctor's charges for visits during hospital confinement, Radiation Therapy Benefits and Polio Expense Benefits.

Plan C is the only plan which includes Major Medical Expense Benefits. While basic Hospital, Surgical and Medical Expense Benefits will provide adequate protection for most illnesses, Major Medical takes over where the basic benefit limits do not cover incurred expenses in full or after the maximum amounts have been paid. In the event of prolonged or unusually expensive illness the insured person has to pay only the first $100 of expense incurred in a calendar year which is not reimbursed under the basic plan and then Major Medical will pay 80 percent of covered medical expenses up to a maximum of $10,000. If both an employe and his dependents are insured, each person is covered for the maximum amount individually.

Here is an outline of benefits available under these three plans:

TYPE OF BENEFIT	PLAN A	PLAN B	PLAN C
HOSPITAL BENEFITS			
Room & Board—Daily Benefit up to	$ 12	$ 20	$ 20
Room & Board—Maximum per confinement	840	1,400	1,400
Hospital Extras and Emergency Out-patient, up to (Including Ambulance service up to $25)	120	400	400
SURGICAL BENEFITS Per Schedule up to	240	350	420
DOCTOR'S VISITS IN-HOSPITAL Per day of hospital confinement	(Not	5	5
Maximum per confinement	Covered)	350	350
RADIATION THERAPY BENEFITS Per Schedule— Maximum per Calendar Year	(Not Covered)	200	300
POLIO BENEFITS	(Not Covered)	5,000	5,000
MAJOR MEDICAL EXPENSE BENEFITS	(Not Covered)	(Not Covered	10,000

Plan D—For Persons Age 65 and Over

Plan D is designed to complement full Medicare benefits and provides Hospital, Surgical, Medical, X-ray and Laboratory Out-patient Benefits and Major Medical Expense Benefits. It covers certain hospital expenses over and above those which Medicare provides during the first 90 days of confinement, plus hospital board and room charges for semi-private rooms up to but not in excess of $30 per day for an additional 90 days. This plan was liberalized January 1, 1969, to take care of the increase in the deductible amount required by Medicare. A further liberalization reduced the out-of-pocket cash deductible from $100 to $50, under Major Medical Expense Benefits.

This Major Medical Expense Benefit is a very valuable part of this plan. The insured person has to pay only the first $50 of expense incurred in a calendar year and then the plan picks up 80 percent of reasonable "covered expenses" in excess of that $50 plus the benefits already paid under the basic Hospital, Medical and Medicare benefit plans. The maximum payable as to each insured person is $1,000. Since Medicare benefits are taken into consideration in determining what will be paid under Major Medical it is very important that all eligible persons be enrolled for the voluntary portion of Medicare (Part B) in order to have the maximum possible insurance protection.

Here is an outline of Plan D:

Plan D—For Persons Age 65 and Over

HOSPITAL BENEFITS

$44 for first 60 days (Medicare deductible)
$11 per day from 61st through 90th day (Medicare deductible)
up to $300 per day from 91st through 180th day.

MEDICAL EXPENSE BENEFITS

First $50 of the total of all charges for:
Surgery
In-Hospital Doctor's visits
Laboratory and X-Ray Examinations
Out-Patient Expenses

MAJOR MEDICAL EXPENSE BENEFITS

$10,000 Maximum with $1,000 automatic restoration

An active employe insured under Group Policy Contract GA-23000 or Group Policy GA-107300 may enroll under Plan D to provide benefits for his parents age 65 or over.

A more complete description of all benefits available under Group Policy GA-23111 can be obtained by asking for pamphlet Form GI-47635 at any Travelers Group Office.

In order to enroll, simply fill out and sign the enrollment form reproduced below. A widow should show "Mrs." with the given name of her deceased husband.

Mail the completed enrollment form with your check or money order to The Travelers Insurance Company, P.O. Box 3002, Group Department, Railroad Division, Hartford, Conn. 06101.

GA-23111
This Completed Form Together With The Required Payment Is To Be Sent To:
The Travelers Insurance Company, P.O. Box 3002
GROUP DEPARTMENT–RAILROAD DIV.–HARTFORD, CONN. 06101

NAME OF EMPLOYEE *(Please Print)* — SOCIAL SECURITY NO. — DATE OF BIRTH EMPLOYEE — EMPLOYEE NO. — DATE LAST WORKED
Last First Middle Initial — *Mo. Day Yr.* — *Mo. Day Yr.*
ADDRESS OF EMPLOYEE — DATE OF BIRTH SPOUSE — NAME OF EMPLOYER (RAILROAD)
No. and Street City State Zip — *Mo. Day Yr.*
REPRESENTED BY WHAT UNION? — DEPARTMENT — DIVISION — LOCATION

REASON FOR LEAVING ACTIVE EMPLOYMENT ☐ RETIRED ☐ FURLOUGHED ☐ DISABLED ☐ LEAVE OF ABSENCE ☐ TERMINATED

Certification by Railroad For Retired Employees: Where this form is to be used by the Employing Railroad as part of the terminal interview or is to be forwarded with the terminal letter, the Employing Railroad should complete the Certification Information indicated below. If Certification is not furnished below, The Travelers will send the standard Certification Form to the Employing Railroad.

Date Qualifying Employee last rendered compensated service or received vacation pay _____ Authorized Signature – Railroad _____

If an Enrollment Card is being submitted for a student child, incapacitated child or parent(s) it is necessary that such person(s) full name and home address be shown below. If this information is not completed, the enrollment card cannot be accepted.

☐ STUDENT CHILD ☐ INCAPACITATED CHILD ☐ 1 PARENT ☐ 2 PARENTS DATE(S) OF BIRTH _____

Name and address of student child, incapacitated child or parent(s) for whom enrollment is being made

GI-47635A REV. 4-69 PRINTED IN U.S.A. COMPLETE REVERSE SIDE

GA-23111

PERSON(S) TO BE INSURED	REQUIRED MONTHLY PAYMENT PLAN A Person under Age 65	PLAN B Person under Age 65	PLAN C Person under Age 65	PLAN D Person Age 65 or Over
Employee only	☐ $6.00	☐ $11.00	☐ $14.00	☐ $6.00
Dependents only or Widow and/or Children	☐ $7.00	☐ $14.00	☐ $17.00	☐ $6.00
Employee and Dependents all under age 65	☐ $13.00	☐ $25.00	☐ $31.00	☐
Employee and Dependents both over age 65				☐ $12.00
Employee age 65 (Plan D) or over and Dependent under age 65	☐ $13.00	☐ $20.00	☐ $23.00	
Employee under age 65 and Dependent age 65 or over (Plan D)	☐ $12.00	☐ $17.00	☐ $20.00	
One Parent – age 65 or over				☐ $7.00
Two Parents – age 65 or over				☐ $14.00
Student Child (age 19 to age 25)			☐ $3.00	
Incapacitated Child (over age 19)			☐ $5.00	

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan as described in the folder (Form GI-47635) furnished to me in connection with Group Policy GA 23111. I also understand that I will be notified directly by The Travelers Insurance Company of my acceptance and billed for my next payment.

GI-47635A (BACK) Signature of Employee _____ Date _____

Has Your Address Changed?

To All Members:

It is important that The Signalman's Journal office records have the correct address of all members, including the zip code numbers of those residing in the U.S.

If you fail to notify us, the Post Office Department will. The government charges for this service.

By notifying us in advance of your moving date, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.

A Change of Address form appears in each issue of the Journal. Kindly fill it out whenever you have a change of address.

Fraternally yours,
s/ J. W. Walsh
Editor

Swiss Promoted to Field Engineer

THE PRIMARY BATTERY DIvision, Thomas A. Edison Industries of McGraw-Edison Company has announced the promotion of Mr. John J. Swiss to the position of Field Engineer with headquarters in Chicago, Illinois.

Mr. Swiss was born in Jersey City, N. J. on December 27, 1932. He received his early education in Kearny and Bloomfield, N. J. and attended Newark College of Engineering. From 1953 to 1955 he served in the U.S. Army. He joined the signal department of the Erie-Lackawanna Railroad in June 1956 and subsequently advanced to the position of leading signal maintainer. He joined the Edison Company in June 1966 as a service engineer for the Primary Battery Division, a position which he has held until his present advancement.

1970 Census Will Be Biggest Yet

APRIL 1, 1970, THAT'S THE Big Day in the 1970 census, 19th in a series that started in 1790, longest track record of its kind in history.

Every member will be involved—really involved—because this will be a do-it-yourself census. The questionnaire will be delivered by the letter carrier and each family will be asked to fill it out, using a penciled dot language that can be read by FOSDIC, the Census Bureau's ingenious scanning machine.

You won't be able to learn anything about any one person from the decennial census; no one can learn about you. You're protected by Federal law. But from the census will come an outpouring of new and vital facts about the American people and their way of life, the people of a city, county, metropolitan area and the neighborhoods in those areas, facts about States, and, of course, the United States as a whole. These statistical facts will influence the lives of every American for the next 10 years.

Signalman Elected Mayor Of Weldon, N.C.

BROTHER SAM W. OAKLEY, A MEMBER OF LOCAL 84, WAS elected Mayor of Weldon, N.C. on May 6. Brother Oakley polled more than half the votes cast in a four-way race.

An incumbent town commissioner, Brother Oakley decided to seek the mayor's job rather than re-election to the board of town commissioners.

The incumbent Mayor Sterling B. Pierce was the second place man in the four-way race. Brother Oakley defeated the incumbent mayor by what was termed a landslide vote. Pierce had been mayor for the past 12 years and was seeking election for his seventh term of office.

Brother Oakley is employed as a signal maintainer on the Seaboard Coast Line. He is active in civic and church affairs and is president-elect of the Weldon Rotary Club and past master of Roanoke Masonic Lodge No. 203.

* * *

In a statement to the local press following the announcement of his victory, Brother Oakley stated: "I am overwhelmed at the confidence the citizens of this fine town have shown in me.

"I came to Weldon in 1946 and have had a keen interest in the town which has been so good to me. Through the grace of God, I will serve all the people of Weldon to the best of my ability.

"My door will always be open to anyone at any time. If a citizen of Weldon has a question or problem he feels I might be able to help him with I want to urge him to come to see me at any time."

Grand Lodge Officers extend their congratulations and wish Brother Oakley a successful term of office.

Hot Dog Problem

PRESIDENT NIXON'S CONsumer adviser and the AFL-CIO Meat Cutters lined up against the Agriculture Department and the meat industry in the big hot dog debate.

At issue is how much fat frankfurters and other types of cooked sausage should contain.

There's no limit now and the average hot dog is about one-third fat. But some brands are more than half fat.

The Agriculture Department tentatively proposed a 30 percent limit on fat content, but then switched to a 33 percent proposed regulation. It is now holding hearings on the proposal.

The fatty hot dog makers say most consumers prefer frankfurters with a high fat content.

The Meat Cutters retort that the reason why the fat content keeps going up is simply that fat is cheaper than meat. And since fat-stuffed sausage can be sold at a lower price, processors compete by decreasing the meat content of their product.

Arnold Mayer, the union's legislative representative, noted that the proportion of meat to fat in cooked sausages had dropped from 3-1 in 1950 to 2-1 last year. The reason, he suggested, is that the wholesale cost of meat used in hot dogs is about 48 cents a pound—and the cost of lard only 6 cents a pound.

Federal regulation is necessary, he said, to "assure that competition will not consist of who can cut the fat corner the sharpest."

Mrs. Virginia H. Knauer, the President's consumer adviser, told the Agriculture Department that their proposed standard was too fatty.

She said excess fat in the diet is a health hazard and noted that both the Defense Department and the Veterans' Administration require that the hot dogs they buy have no more than 30 percent fat content.

Where To Send Medicare Claims

IT IS VERY IMPORTANT for railroaders and members of their families who are enrolled in Medicare to know that their Medicare claims should be sent only to the Travelers Insurance Company. That company is the only one authorized to pay Medicare claims for railroad retirement beneficiaries. Consequently, when a claim is filed with any other insurance carrier, it has to be transferred to Travelers for payment. The additional paper work involved in the transfer is one of the main reasons for delays in the payment of claims. On the other hand, claims initially filed with the Travelers Company are usually paid promptly.

One of the main problems involve individuals whose Medicare premiums are being deducted by the Social Security Administration because they are receiving benefits from both systems. Such persons must still file their claim with Travelers even if their Medicare card was issued by the Social Security Administration.

The other important area of misunderstanding occurs when an individual assigns his payment to the doctor. Many doctors erroneously send their claims to carriers other than Travelers because they are not familiar with the proper procedure for railroad beneficiaries. To avoid any problem, if you do assign payment to your doctor be sure to tell him about the necessity for filing only with the Travelers Insurance Company.

There is a convenient list of all Travelers claims offices in "Your Medicare Handbook," on pages 27-29. If you have any other questions or need help, your nearest board office will be glad to assist you.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

Fort Worth, Tex. 76102.
Winfred Hooper, Jr.
Hooper, Steves & Kerry
200 Fort Worth Club Bldg.
Tel. (817) ED5-9377.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. JA 6-1564 Area Code 713

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. HA 1-5411

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. 385-3601

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.
Tel. 377-9481 Area Code 305

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Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
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Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. CA 7-7565 Area Code 513

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924 Arctic Bldg.
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Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg.
Tel. AMherst 4-0346

news from Canada

THE CANADIAN LABOUR Congress has endorsed several of the principles enunciated by the Federal Woods Task Force on Industrial Relations; but has voiced strong criticism of a number of its specific proposals. Donald MacDonald outlined the CLC position based on a lengthy memorandum which is being submitted to Labour Minister Mackasey.

The document is the result of a careful study of the Task Force Report and it has been reviewed by a number of union representatives and members of the CLC's executive council.

"When the Task Force Report was originally issued we said that we regarded it as 'a mixed bag,' " Mr. MacDonald said. "This is still our view. The position taken by the Task Force is most commendable on such matters as the right to bargain, the role of strikes, the need for more honest recognition of trade unions, strengthening of collective bargaining practices, opposition to compulsory arbitration, and the lack of any real evidence that wage increases have been responsible for inflation. The report says many things that need to be said.

"At the same time a considerable number of the recommendations which have been advanced are highly impractical, and in some cases the remedy suggested might well prove worse than the ailment. We are strongly opposed to the degree of government intervention suggested in internal union affairs. In fact this policy is a strange contradiction of the opinion expressed in the report that government participation should be kept to a minimum. We also sense in a number of places in the report an overly protective concern for employers.

"This report comes from the most exhaustive study ever undertaken of labour-management relations in Canada and we are hopeful that our comments will add to the decisions on what action should be taken with regard to its recommendations."

The CLC memorandum summarizes its reaction in these words:

"By and large, we have found ourselves in agreement with the underlying principles on which the task force based their recommendations. But our response to the recommendations has on the whole been more negative than otherwise.

"If our negative position could be summed up in a single sentence it would be this: The Task Force have espoused free collective bargaining but their recommendations would severely limit that freedom and substitute in its place a morass of regulation. To compound the felony, by far the greater part of such regulation would fall on the trade unions. There would be very little more obligation imposed on employers so far as their contribution to improved industrial relations is concerned. . . .

"When all is said and done, the Task Force, however sophisticated their knowledge and approach, reflect the typical middle class attitude to trade unions, what they stand for and how they operate. The report is bound to give credence to widely held opinions that trade unions are monolithic despotisms and that their members need to be protected from their own institutions. We find it hard to accept these inferences with good grace.

"We are on the side of the Task Force, however, in their observations involving economic policies. We share their views in very large measure on the complex causes of inflation as against the simplistic approach which would place the burden entirely on wage increases. We agree with the proposition that in the trade-off between full employment and inflation, the preference should be given to full employment even at the risk of price increases. We agree with their approach on productivity and wages which is far more realistic than the conventional wisdom on this subject."

The CLC said it was also in agreement with the rejection of compulsory arbitration as a means of settling disputes; but it parted company on the proposal that an exception should be made in disputes affecting the public interest.

"There is an altogether too narrow line dividing the exercise of civil rights—in this instance the right to strike—and the imposition of sanctions ostensibly to protect the public interest," the CLC continued.

"It has been observed that in many cases what appeared at first blush to be a menace to the public interest was rather less than that and in fact need not have been treated with such a crisis approach."

The Labour group also differed with the Task Force on a proposal to establish a Public Interest Disputes Commission which would be empowered to act in certain disputes. There appeared no need for such a body and there was also objection to the lack of labour and management representatives on a body empowered to deal with disputes.

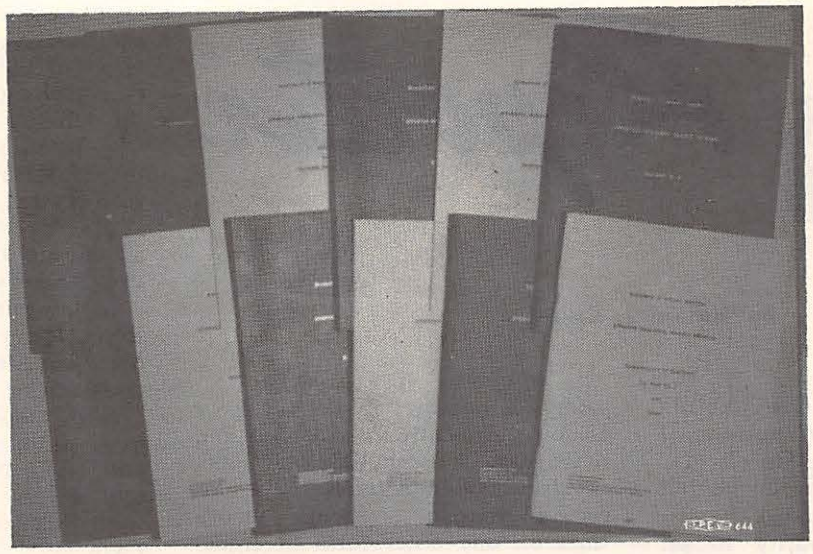
The CLC pointed to settlements effected in a number of recent federal strikes which were allowed to run their course without parliamentary intervention as had previously been the case.

"Each was brought to a successful conclusion, not by some public tribunal, but by the skilled intervention of the federal Department of Labour," the CLC commented.

At the same time the Congress said it recognized the need for consideration of new and improved methods of settling disputes and it favoured tripartite consultation involving government, management and labour.

Dealing with strike situations in general the CLC said recognition of the right to strike inevitably required consideration of the right

Now Available



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YOUR WASHINGTON Reporter

By Richard J. Calistri

RAIL SAFETY CONTINUED to occupy the Congressional spotlight as Sen. Vance Hartke (D., Ind.) pressed for action on his bill to give the Department of Transportation broad authority to set minimum safety standards and rules for railroad equipment, facilities and operating practices.

Hartke recently held hearings on the bill in a room dramatically studded with enlarged photos of rail tragedies. Citing the need for action, Hartke noted that train accidents jumped from 4,149 in 1961 to 8,027 in 1968, a jump of 93 percent.

"With increasing frequency," he declared, "train wrecks threaten whole communities with flames, explosives and contamination by poisonous chemicals."

Among the key witnesses to testify before Hartke's Surface Transportation subcommittee was President Harold C. Crotty of the Brotherhood of Maintenance of Way Employes.

Crotty told the Senators that train safety depends on the condition of the tracks, yet inspection, maintenance and repair have been sharply cut back by rail management over the years.

Since 1950, he declared, track work forces have been slashed by nearly two-thirds. The result: A sharp increase in accidents, many caused by track and roadway defects.

Giving strong endorsement to the Hartke measure, Crotty asserted that "the lesson of the last four and five years is clear. The railroads will do little or nothing to correct the situation unless they are directed to do so by the federal government. Legislation to make such federal action possible is vital."

* * *

Al H. Chesser, chairman of the safety committee of the Railway Labor Executives' Association, noted that, between 1962 and 1966, nearly 12,000 individuals "were killed in railroad accidents,"—more than on any other form of transport.

Chesser, who is also legislative representative of the United Transportation Union, pointed out that other modes of transport are subject to stringent federal controls, "but only a very small part of the many elements that influence railroad safety fall within federal jurisdiction."

He stressed that there are no federal laws covering defective car undercarriages, bodies, trucks, wheels, sills, sides, floors, doors, tracks and roadway, all of which could cause a fatal accident. Because of this, Chesser said, "railway labor believes the need for this legislation is urgent and immediate."

E. L. McCulloch, national legislative representative and assistant Grand Chief of the Brotherhood of Locomotive Engineers, told the Hartke subcommittee that "sufficient progress is not being made to reduce the number of train accidents, derailments, and deaths and injuries to employes and travelers. He said, "only complete federal minimum standards and effective enforcement of these standards can reverse the present alarming upward trend in train accidents."

* * *

Here, briefly, is what some other top witnesses told the subcommittee:

—Chairman John H. Reed of the National Transportation Safety Board voiced concern not only over the rising accident toll but over the fact that many accidents today involve hazardous or toxic materials.

—Federal Railroad Administrator R. N. Whitman pointed out that rail safety measures now on the books were enacted 50 to 75 years ago "when technology and accompanying hazards were much different."

—Louis W. Menk, president of the Northern Pacific, presented the views of the Association of American Railroads which flatly opposes the bill.

—Anthony Haswell, chairman of the National Association of Railroad Passengers, declared that the Hartke bill "presents Congress with an unusual opportunity . . . to prevent tragedy before it happens."

Meanwhile, on the House side, Rep. Harley O. Staggers (D., W. Va.) was preparing to hold hearings on a similar rail safety bill.

Also, despite Congressional hearings, train collisions, derailments and blasts continued to take their toll across the nation. Railmen were killed or injured in some of them.

* * *

Railmen have been warned that radical members of the Students for a Democratic Society—the left-wing group which has caused so much recent campus turmoil—are trying to infiltrate their ranks.

The warning was sounded by leaders of rail unions at a meeting of the Railway Labor Executives' Association after the strategy of the SDS to launch a "Summer Work-In" on the railroads and in other industries was brought to their attention by a carrier spokesman.

An SDS "Organizers Manual" gives the radical students tips on how to apply for a job, dress and act on the job. It emphasizes that the students should not try a "soapbox oration" technique but, instead, talk to individual workers, especially those critical of the Vietnam War.

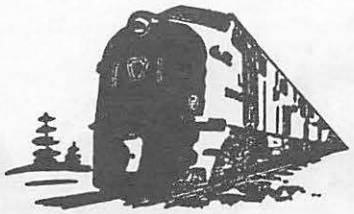
Labor spokesmen say that railmen will give "short shrift" to the SDSers.

* * *

A. Q. Mobray, author of the book, "The Road to Ruin," has again lambasted the national policy of allocating huge amounts of federal money for highways but practically nothing for the development of mass transit.

Interviewed recently on NBC-TV's "Today Show," Mobray declared that "we are out of balance" when the national budget calls for $5 billion for highways but only $175 million for railroads and other forms of mass transit.

Railroad NEWS IN BRIEF



THE MISSOURI PACIFIC RAILROAD has installed five ACI scanners at their freight classification yard in Dupo, Ill. across the river from St. Louis.

Testing is now being conducted for accuracy in reading numbers on freight cars in all kinds of weather or in pitch darkness.

The scanner is a trackside device that transmits a powerful beam of light which records information from a series of light-sensitive black, blue, red and white labels attached to each freight car. This information is then converted from visual symbols into electronic symbols which are encoded onto a punched teletype tape as well as on computer cards.

GRAND CENTRAL STATION, one of Chicago's six major railroad terminals, is to be abandoned and its few remaining passenger train operations transferred to another station.

The station, built in 1890, was once a lavish, bustling Midwest travel center used by several railroads, but currently accommodates only three arriving and three departing C&O-B&O trains daily, including the B&O's famed Capitol Limited operating between Chicago and Baltimore.

Railway officials say they hope to complete transfer of these operations to the North Western Station this summer.

THE CHICAGO, BURLINGTON & QUINCY RAILROAD, expressing alarm over the declining national boxcar supply and increasing shipper complaints about car shortages, asked the Interstate Commerce Commission to boost by 50 percent the rental fees railroads pay each other for use of plain boxcars.

THE AUTO-TRAIN CORP. has been formed to "produce and operate trains designed to carry automobiles and their passengers over distances many consider too long to drive," and "is now raising additional capital to produce first train for operation in about two years."

THE NEW YORK, SUSQUEHANNA & WESTERN reported a net income of $17,755 for the year ending December 31, 1968 representing the first profit reported by the NYS&W after 10 consecutive years of losses.

BURLINGTON, GREAT NORTHERN, NORFOLK & WESTERN plan to expand unit-train potash movements begun last year between Northgate, N.D., and Illinois terminals, to 100-car trains from Northgate to Maumee, Ohio, and Norfolk, Va., for domestic use and for export.

LOUISVILLE & NASHVILLE RAILROAD has established a subsidiary, to be known as Cybernetics & Systems Inc., "to obtain a share of the rapidly expanding market in computer counseling, programing, and comprehensive management-information systems."

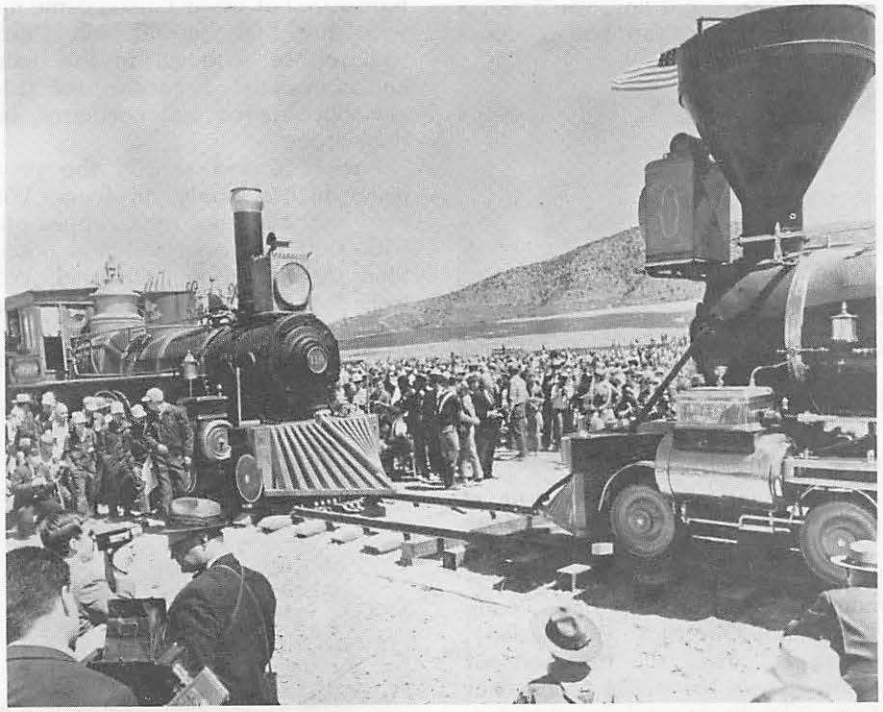
The diversification move is L&N's first non-transportation venture.

Headquarters will be Louisville and another office will be set up, initially to serve Chicago and other Midwest areas.

THE SANDS MEASUREMENT CORP. OF DALLAS has a new kind of scale for automatically and accurately weighing freight cars while they are coupled in a moving train. The development could save the railroad industry as much as 150 million dollars a year.

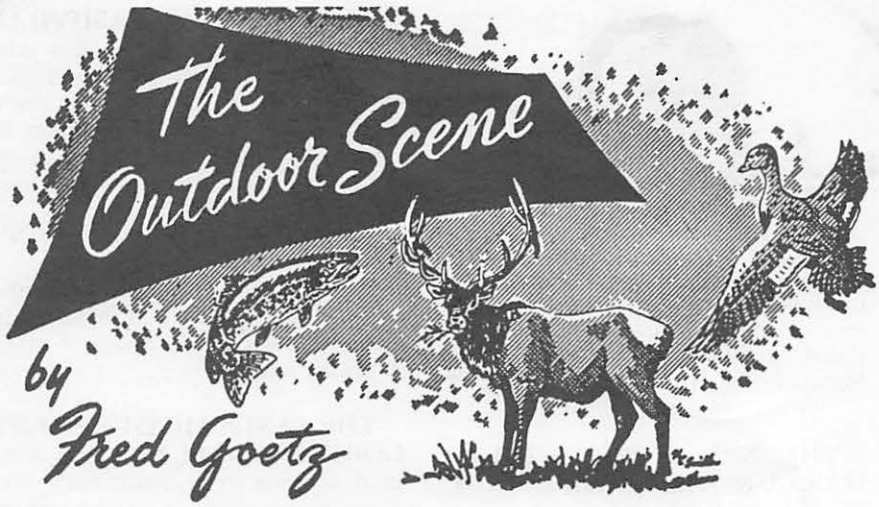
The first production model of the scale went into operation July 5 on the Texas Mexican Railway in Laredo.

It is the first scale ever built which can consistently weigh freight cars coupled in motion to the standard of 0.2 percent accuracy established by the AAR and adopted by the ICC as part of the regulations for freight car weighing.



Re-enactment of a Famous Event

Thousands were present at bleak Promontory Summit, Utah, when this historic photo was taken on May 10. It marked the centennial of a famous event—the driving of the golden spike that linked the nation's first transcontinental railroad. Replicas of the original engines that met at Promontory a century age "starred" in the re-enactment. They are No. 119 (left) of the Union Pacific and Jupiter of the old Central Pacific, now the Southern Pacific. The locomotives were pushed together on a newly-laid track for the occasion.



FOR YEARS AND YEARS, whenever I heard the name of Minnesota mentioned, I always thought of it as "The Land of Ten Thousand Lakes," and I often wondered if the slogan was true. I promised I'd go there some day and find out for myself. The opportunity arose last month when the Outdoor Writers' Association of America held their annual convention in Duluth.

On the last leg of my flight—from Minneapolis to Duluth—the weather turned crisp and clear and as I gazed down on the myriad-lake country from 38,000 feet I said to myself: "Fred, old boy, you'd feel a lot better if this crate had pontoons instead of wheels."

Columnist Goetz displays mixed catch of walleye and perch from Minnesota's Leech Lake.

It was in Duluth, after a welcome address by Minnesota fiery young Lieutenant Governor (no relation), where I learned the time-honored claim was, in the strictest sense, not true. "To be exact," he confided, "there are 15,291 freshwater lakes in the state over ten acres in size." Some time later, I decided I'd fish but one: Leech Lake, situated in the north-central part of the state out of Walker which claims to be the "Muskie Capitol of the World."

In company with fellow OWAA member Ormal Sprungman of San Diego, we flew from Duluth to Walker in a four-passenger Cessna piloted by Mike Fielder of Silver Bay. From Walker we were wisked to the banks of Leech where veteran guide George Larson was waiting.

Before leaving Duluth, we armed to teeth with an array of lures, designed to fool the most discerning of gamesters but our guide "pooh poohed" 'em all and gingerly pointed to two buckets full of lively minnows. Steadfastly we stuck to our hardware but when Larson came up with the first, second and third walleye, we switched to live bait and immediately began to hook fish —walleye, perch and northerns, in that order.

Larson trolled slowly, the propeller blades barely revolving. We used light rods and reels, topped off with 6-lb. line. No weights, other than the minnows, were used. We trolled the bait about 30-ft. aft, shallow, with the long-shanked hook threaded through the jaws. The top of the rod's tip section throbbed gently on the troll and plunged sharply down when a fish took hold.

George Larson, Leech Lake guide for 49 years proved his mettle with this catch of walleye, northern and perch.

Of the three species caught, the northerns gave, by far, the best account, breaking water several times and thrashing around the lake's surface in an all-out effort to throw the hook. I'd say the northerns put up as good a scrap as a comparative-sized trout but the walleye was somewhat s l u g g i s h. The perch seemed livelier than the walleye.

But the walleye and perch exonerated themselves in the frying pan, although I found the northern a bit on the bland side and plagued with tiny, hair-width bones.

No, we didn't catch a muskie. The Minnesota folks who met us at the airport warned us about that, said it took on an average of 1,000 casts to even hook one. "Come back in the late summer or early fall," they advised, "when the lunkers come out of the weeds."

Ormal Sprungman holds one of many perch taken from Leech Lake which weighed over two pounds.

When I first viewed the photographs with which this column is garnished, I made a firm resolve: "To return to Leech Lake some day, where as many as 55 large muskies have been taken in two day's fishing."

Got fishing fever? How's your supply of lures? Low? O.K., we'll be happy to send you a pair of the illustrated Krocodile lures. All that's required is a clear snapshot of a fishing or hunting scene—and a few words as to what the photograph is about. Send it to:

Fred Goetz, Dept. SJ
2833 S.E. 33rd Place
Portland, Oregon 97202

All members of the Signalmen's Union and the members of their family are eligible. Please mention your local number. Of course, retired members are eligible.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

George Homewood Honoured At Retirement Party

A retirement party was held at the Union Hall in Milton, Ontario on May 23 in honour of George Homewood who recently retired from active service in the signal department of the Canadian Pacific Railway after having served for 45 years.

Most of George's service was worked at Milton and Guelph Junction as signal helper. During the last few years he worked in the signal construction forces due to the helpers' positions being abolished. George was a long time member of Local 122. At the time of his retirement he was holding the oldest numbered card issued by the local.

George will always be remembered for his good nature and ready smile. He always had a good answer for anything that was said about him, good or bad.

At the party George was presented with a pensioner's membership card and a signalman's emblem ring from Local 122 and a replica of a signal made by the men in the signal shop at West Toronto. George and his wife, Winnie, also were presented with cash in excess of $400 dollars, a large glass ornamental dish and other presents donated by their many friends. George and Winnie expressed their thanks for the gifts and for the very fine party held to mark their retirement.

There was somewhere in the area of 150 people at the party; a good many signalmen and their wives—many from the running trades—many from the maintenance of way department and a host of pensioners from all departments. A real good time was had by all who attended.

The men who were in charge of the party deserve congratulations for arranging such a fine evening of dancing and the opportunity to say "Hello" again to some of our friends and former working mates.

George and Winnie are living at Guelph Junction, where George has a large garden and flower bed arrangement. He not only has a green signal to remind him of his signal work but he has a green thumb to make his flowers and vegetables grow.

I know that I speak for all of you when I wish George and Winnie a long and happy retirement.

R. A. Nerden

Canadian Pacific (Ontario District)

Toronto, Ont. (122). A meeting of Local 122 was held at Toronto on Saturday, June 21. Ten members were present. General Chairman and Grand Lodge Representative Harold Stockdale also was present.

The meeting was opened by the Chief Signalman and the business of the local conducted in the prescribed manner. There was considerable discussion regarding the work that should be done by the men in the signal department; what the duties of certain classes should consist of; the duties of the signal test men; and, work that pertains to apparatus installed and maintained by other departments that has a direct effect on the proper operation and function of the signal system. At the end of the discussion it was proposed that a Scope Rule to cover the work of our members be included in the agreement at the first opportunity.

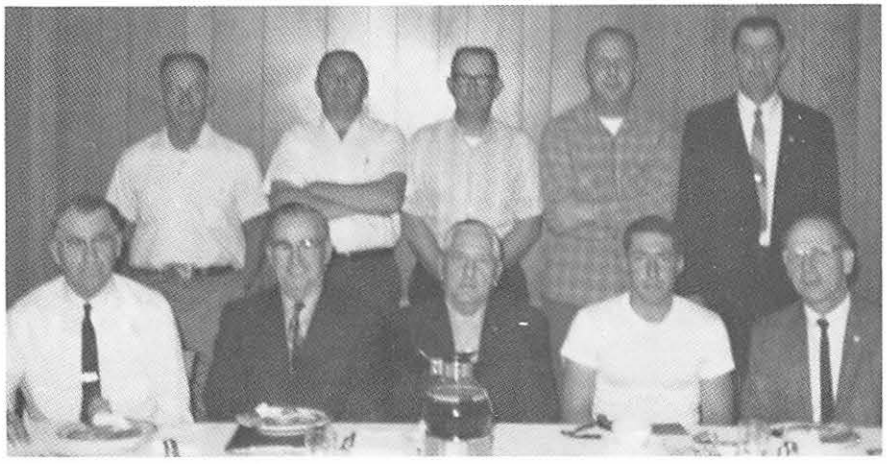
It was proposed that the local chairman take some action to have the living conditions in boarding cars improved; such as, bathing or shower facilities provided and something done to improve the toilet arrangements that now exist for the men who live in the cars.

Brother Stockdale spoke about present wage differentials and brought the members up-to-date on his activities on

Brother L. C. Sedlacek of Local 8 provided the Journal with this picture, taken at a local meeting held at Cheyenne, Wyoming on April 12, two days before our strike date. It was reported as the greatest turnout Local 8 has had for many years. Brothers from all sections of the Eastern District of the Union Pacific Railroad were in attendance.

On May 16 the Western District of Local 154 met at the Monte Cristo Hotel, Everett, Washington. Those attending were, front row, left to right: Hugh Thomas, James Vorderbrueggen, Ron Jordon, Kaare Roe and Gary Oldfather. Standing, left to right: General Chairman Bob Richardson, George Brownell, Cal Cederblom, Fred Morck, Joe Smith and Adrian Buckland.

On May 17 Western District members of Local 154 met at the Cascadian Hotel in Wenatchee, Washington. Those attending were seated, left to right: Edie Mares, Kenny Warren, Hugh Thomas, Donald Walters. Standing, left to right: Howard Wisemore, Charlie Cruickshank, General Chairman Bob Richardson, Dick Martensen and Leonard Everett.



On May 18 General Chairman Bob Richardson met with Western District members of Local 154 at the Couer d'Alene Hotel in Spokane, Washington. Those attending were, seated from left to right: Frank Lisoski, Russ Harding, Shorty Colgren, Clark Schlimmer and Hugh Thomas. Standing, left to right: Courtney Phillips, Glen Gilbert, Harvey Gallagher, Jerry Ricketts, Bob Richardson.

this and the many other matters that concern our members. He also spoke on some of the proposals that will be brought before the meeting of the System Committee that will be held in Quebec this August.

After the regular business portion of the meeting Brother Stockdale conducted the election of officers for the next three years.

The results of the election are as follows:

Chief Signalman—G. W. Orton
1st Vice Chief—H. Lavelle
2nd Vice Chief—D. Dwinnell
Financial Secy-Treas—D. Collins
Chaplain—J. Bird
Lever—D. Armstrong
Inside Semaphore—K. Beckwith
Board of Trustees—G. W. Orton, L. S. McKerral, H. Lavelle
Local Chairman—R. A. Nerden
Grievance Committee—G. W. Orton, D. Dwinnell

R. A. Nerden

Great Northern

Minot, N.D. (154). A series of meetings for the members of Local 154, were held at various locations from May 16 through May 21. The area covered the Western and Central Districts of the Great Northern.

The meetings at Everett, Wenatchee and Spokane, Washington and Troy, Shelby and Glascow, Montana were conducted by General Chairman Robert F. Richardson, Vice General Chairman Adrian Buckland and Local Chairman Hugh Thomas.

At these meetings the following subjects were discussed: application of the new wage agreement, insurance for vehicles, the eight guaranteed holidays, the two weeks vacation after two years service. Also discussed were the coming elections in the fall, a raise in the dues, 25-hour call rule, Award 298, the new merger agreement, sick leave, longevity pay and the deplorable condition of some of the outfit cars.

Action has been taken on the outfit cars and everything should be settled on Award 298 by the time this is printed.

Robert F. Richardson

Penn Central

Magnolia, N.J. (58). Our regular meeting was held in Hammonton, N.J. on June 11.

Attendance at this meeting was very poor. We would like to see more members at our meetings as this is the only way to find out what your officers are doing.

At our next meeting in August we will nominate local officers for the next three years. This meeting will be held on August 13, at 8:00 p.m. at our

meeting hall in Hammonton, N.J. Every member should make an effort to attend this important meeting.

We haven't heard from our retired members for some time. Our last news from Jim Hargrave reported he spent some time in the hospital. Lou Weber hasn't written in some time. Steve Rice, who just retired, attends our meetings once in a while. We would like to hear from all retired members, where they are and what they are doing.

Well fellows, we received our last three percent increase in this wage contract. The back pay was the most we have ever received. I think Grand Lodge Officers did a good job.

Sorry to report the laying off of nine helpers on the Philadelphia side of the river. This is the type of news we can do without. Let's hope that things change and this is the end of the lay offs.

Don't forget the next meeting on August 13.

J. L. Nack

May 19 found General Chairman Richardson meeting with the members of the Central District, Local 154 at School Hall, Troy, Mont. Those attending were, front row, left to right: J. Filiatreau, J. Walen, William Gee, and R. Florea. Middle row, left to right: B. Florea, Bill Bailey, Charlie Tudor, W. Johnson, L. Brumbaugh. Rear row, left to right: Roger Guthrie, Adrian Buckland, Bob Richardson, Johnny Gilbert and Ron Sampson.

Seaboard Coast Line

Florence, S. C. (84). A meeting of Local No. 84 was held in Florence, S. C. on Saturday, May 10. The meeting was called to order by the chief signalman who appointed Brother Leo Elvington, inside semaphore and E. G. Mc Griff, chaplain, who opened the meeting with a prayer.

There were six officers, four members and two retired officers present.

We extend best wishes to our sick brothers: Ralph Daniell, W. T. Westcott, D. J. Ennis, C. V. Murphy and Roy Combs. Also to our retired brothers: C. H. Wellons, Jr., M. C. Deas and T. E. Maness, Sr.

The applications for membership were approved and accepted.

The minutes of the meeting held in Manchester, Ga. were read and approved with the exception of the motions made by Brothers W. I. Flowers and George G. Gross. A motion was made and carried unanimously, that for the benefit of all, the motions made in the Manchester meeting be turned down and not accepted. It was explained that we should wait until the election of new officers in October and see what the new committee will do.

The general chairman was asked about bulletins; some have hot box detectors on them and some don't. A discussion on hot box detectors and qualifying to work on such proved to be interesting.

A question was raised about a supervisor driving a truck from one point to another. General Chairman C. E. Anderson will investigate.

A discussion was held on keys and who should have the signal keys. General Chairman advised if anyone knew

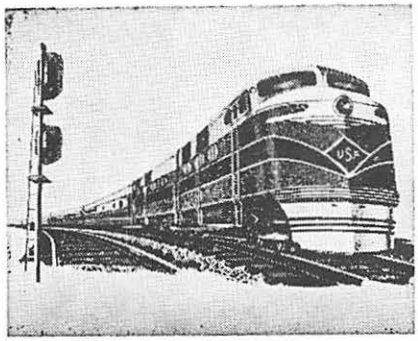
On May 20 General Chairman Richardson was at the Evens Cafe, Shelby, Mont. meeting with the Great Northern members of Local 154 in that area. Those attending were left to right: Mel Schwede, Rollie Meyer, Cas. Wrzesinski, Lyle Bryson, Wes Eberhardt, Jim Flamand, Chuck Thennis and Ron Gilchrist. Standing, left to right: Bob Richardson, John Lunda, B. Krystkowiak, Jerry Elan, R. Miles, Joe Ohmsted and Art Gillet.

On May 21 General Chairman Richardson made the last stop of his western trip and met with Local 154 members at the Powers Building in Glascow, Mont. Those attending were, seated from left to right: Jerry Lamb, Jack Campbell, Gordon Stewart, Allen Wilson, Bill Bryson, and Bob Bryson. Standing, left to right: Bob Richardson, Arlen Kovach, Fred Messerly, Joe Falcon, Steve Whalen, Carl Green and Curtis Iverson.

of someone having a key who was not supposed to, he should turn his name in to the supervisor.

A question was asked if an assistant assigned to a permanent job could be taken from this job and sent anywhere they wanted him to go. It was stated as long as they pay the expenses away from his home station they could send him anywhere.

Retired Brother M. C. Deas said he wanted to impress on all members the importance of turning in all time because it makes a big difference in pension benefits.



There being no further business, the meeting adjourned.

Our next meeting will be held in Jacksonville, Fla. at the Mayflower Hotel on Saturday, July 12 at 10:00 a.m. Let's all put forth a speical effort to attend this meeting.

T. E. Maness, Jr.

S. I. R. T.

Salamanca, N.Y. (31). Local 31 held a meeting on June 18 chaired by Local Chairman P. A. Herzing.

Twenty-three members were in attendance. For the most part these men were from the gangs installing traffic control between Punxsutawney, Pa. and Ashford, N.Y.

General Chairman H. C. Guscott also attended this meeting and gave an account of the April 21, 1969 Agreement and the results of his efforts toward having camp cars and trailer conditions improved. Other improvements that he is working on at this time are the headquarters at Springville and Elliotville, N.Y. and Ridgeway and Mt. Jewett, Pa.

Items of general interest were discussed with claims to be made due to electrical forces continually performing signalmen's work beyond the fused switch at power installations.

D. Leonard

Penn Central

Indianapolis, Ind. (15). The June meeting of Local 15 was held in the Barnes Hotel June 14. Ten members were present.

New members G. T. Siler and K. P. Wadele were accepted.

The new wage contract was discussed and a thank you letter was sent to Grand Lodge.

General Chairman R. T. McGill was present and gave a resume of his activities on behalf of the members on lines west.

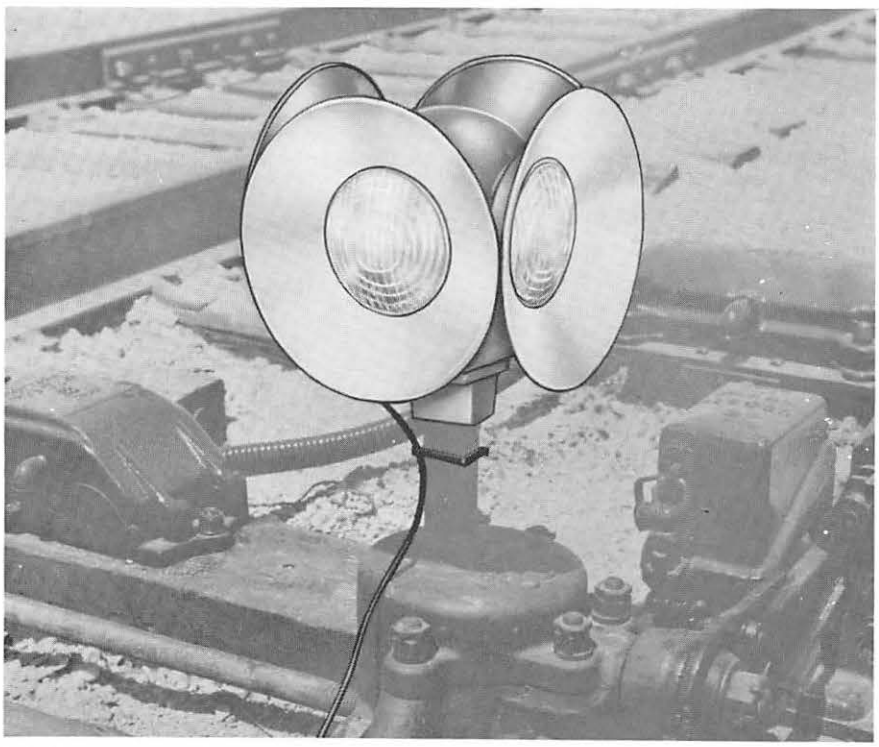
The next meeting will be held August 9 at the Barnes Hotel in Indianapolis at 2:30 p.m. All members are urged to attend.

L. J. Robbins

Obituary

Jim Grill, retired member of Local 114, Pennsylvania Railroad, passed away July 1. He was 78.

Brother Grill started on the Pennsylvania Railroad as a fireman in 1910 at the age of 18. In 1913 he went to the



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B&O Railroad as a signalman, worked four years and transferred to the W.T. Co. as a signal maintainer and worked 50 years until his retirement in 1967. He worked as a locking maintainer most of the time. He was foreman for the Pennsylvania Railroad during electrification of W.T. Co., 1934-36.

He is survived by his wife, Rose; son, Bill; and 6 grandchildren, to whom the officers and members of Local 114 extend deepest sympathy.

L. A. Mills

A. L. Homuth, member of Local 130, Chicago and North Western Railway Company, passed away on January 29. He was 60.

Brother Homuth started with the North Western in 1925 as a signal helper. He held many positions and at the time of his death was employed as relay testman, Chicago Terminal District.

Brother Homuth was a constant and sincere member of the Brotherhood of Railroad Signalmen and served his local as lever at the time of his death.

The officers and members of Local 130 extend their deepest sympathy to the members of his family.

J. D. Foote

John F. Hogan, retired member of Local 68, Erie Lackawanna Railroad passed away on June 6. He was 75.

Born in Manchester, N. H. June 10, 1893, Brother Hogan's first railroad work was in 1908 as a call boy on the Erie. In September 1910 he entered the Signal Department of the Lackawanna as a helper. He became an assistant maintainer in 1911 and maintainer at Hoboken, N. J. in October 1916. He retired on January 1, 1963 after 52 years of railroad service.

Brother Hogan joined Local 68 as a charter member in July 1918 and soon became active in local affairs. He was elected general chairman in April, 1922 and at the time of his retirement was the Brotherhood's oldest general chairman in point of service. He attended many of the Brotherhood's conventions, where he always aided in committee work.

Brother Hogan was elected Mayor of Denville, N. J. in 1950 and served several terms as mayor. He had served on township committees since January 1937 and was still active in politics at the time of his death.

Brother Hogan in 1951 was named "Good Citizen" of the year by the V.F.W. and in 1958 he received similar recognition from the Denville Chamber of Commerce. In 1965 he won commendation from the New Jersey Foundation for the Blind in Denville, of which he had served as director since 1954.

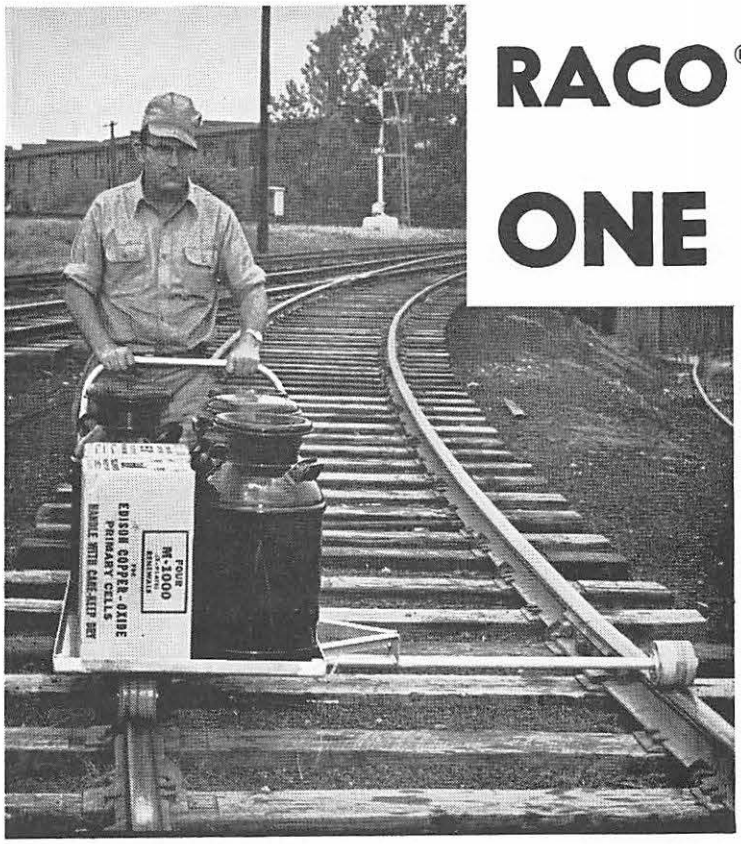
He was also active in St. Mary's Holy Name Society, a member of the Knights of Columbus and a long-time member of the Morris County Republican Committee.

He is survived by his widow and three daughters, to whom the officers and members of Local 68 wish to extend their deepest sympathy.

W. A. Radziewicz

Reid Cox, member of Local 135, Chesapeake & Ohio Ry., Co., Chesapeake District, passed away May 31. He was 61.

Chicago District members lost a fellow worker and chairman of their dis-



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trict grievance committee. His service totaled more than 40 years, many of them working on the Chicago District. He will be missed on the district as well as at our local meetings as he was a faithful member, always willing to serve when called on.

Brother Reid is survived by his widow, two daughters and one son, to whom the officers and members of Local 135 express their deepest sympathy. Ed.

Albert C. Klein, retired member of Local 31, Baltimore & Ohio Railroad, passed away June 7. He was 86.

Brother Klein started his signal career on the Cumberland Division as signal helper in 1911. At the time of his retirement in 1949 he was an assistant maintainer.

He is survived by five sons and six daughters to whom the officers and members of Local 31 extend deepest sympathy.

George A. DeLozier

Charles R. Butler, retired member of Local 31, Baltimore & Ohio Railroad passed away June 3. He was 76.

Brother Butler started his career in the Signal Department in 1913 working all positions to that of signal inspector for several years. At the time of his retirement in 1958 he was signal maintainer at Mountain Lake Park, Md. He had 45 years of continuous signal service.

Brother Butler is survived by his wife, daughter and son, to which the officers and members of Local 31 extend their deepest sympathy.

George A. DeLozier

R. M. Heiston, retired member of Local 31, Western Maryland Railway, passed away on April 14. He was 68.

Brother Heiston hired as assistant signalman in 1925, working all classes up to and including inspector. At the time of his retirement, due to a heart condition in 1963, he was maintaining a section at Chambersburg, Pa.

The officers and members of Local 31 extend deepest sympathy to his surviving sons and daughters.

G. A. DeLozier

John S. Morrison, retired member of Local 31, Baltimore & Ohio Railroad, passed away on April 21. He was 69.

Brother Morrison started his signal career in 1922 on the Baltimore Division working as helper-assistant and maintainer. He was working the maintainer's position at Newark, Delaware at the time of retirement in 1964.

The officers and members of Local 31 extend deepest sympathy to the surviving members of his family.

G. A. DeLozier

James E. Waddell, retired member of Local No. 17, Chicago & Eastern Illinois Railroad Company, passed away on June 2. He was 81.

Brother Waddell was a maintainer at St. Elmo, Illinois and retired on disability in 1942. He also served as a local chairman and grievance committeeman on the Missouri Pacific, Local No. 72.

The officers and members of Locals 17 and 72 extend their deepest sympathy to the surviving members of his family. Ed.

J. W. Garwood, of Terre Haute, Ind., retired member of Local No. 15, Penn Central (former New York Central-Lines West), passed away October 21, 1968. He was 71.

Brother Garwood retired after completing 38 years of service in the Signal Department. He was a Signal Inspector at Mattoon at the time of his retirement. He was a member of the Masonic Order and a World War I veteran.

He is survived by his wife, Mildred; one son, Joseph W.; a granddaughter and a great-granddaughter.

The members of Local 15 extend deepest sympathy to his wife and members of his family.

Ed.

Norman F. Delp, member of Local 26, Reading Company, passed away June 10. He was 51.

Brother Delp started his signaling career with the Reading in 1941, was a U.S. Army Veteran of World War II, and was a signal maintainer at Lebanon Valley Jct., West Reading, Pa. until his recent illness.

The officers and members of Local 26 extend their deepest sympathy to the surviving members of his family.

L. Vanino

R. Lester Herbein, member of Local 26, Reading Company, passed away suddenly on May 30. He was 64.

Brother Herbein started his signaling career with the Reading in 1923 and was assistant signal maintainer at Sinking Spring, Pa. at the time of his death.

The officers and members of Local 26 extend deepest sympathy to the surviving members of his family.

L. Vanino

Victor B. Arkless, retired member of Local No. 18, Pennsylvania Railroad, passed away May 18. He was 85.

Brother Arkless retired after completing 32 years of service.

The officers and members of Local No. 18 extend their sympathy to the surviving members of his family.

S. G. Sage

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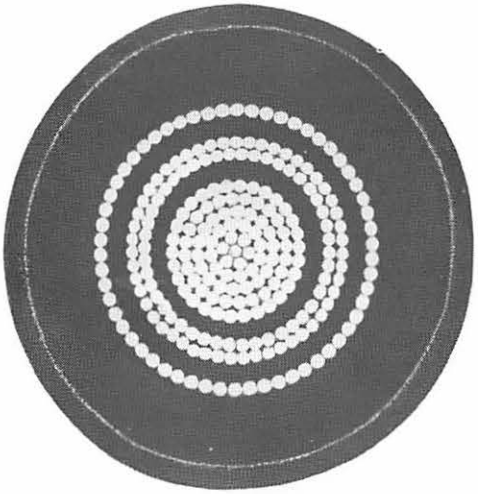

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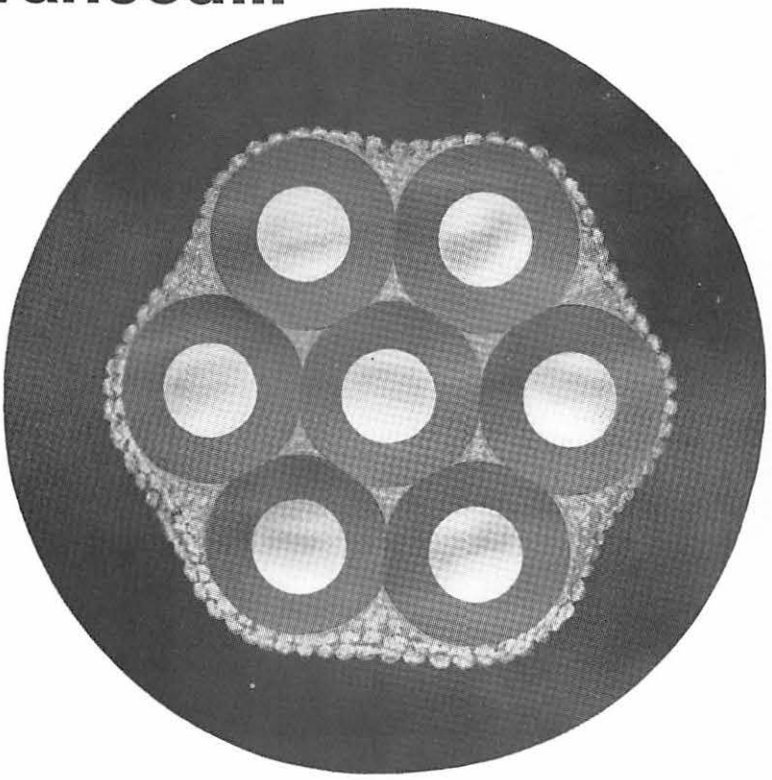

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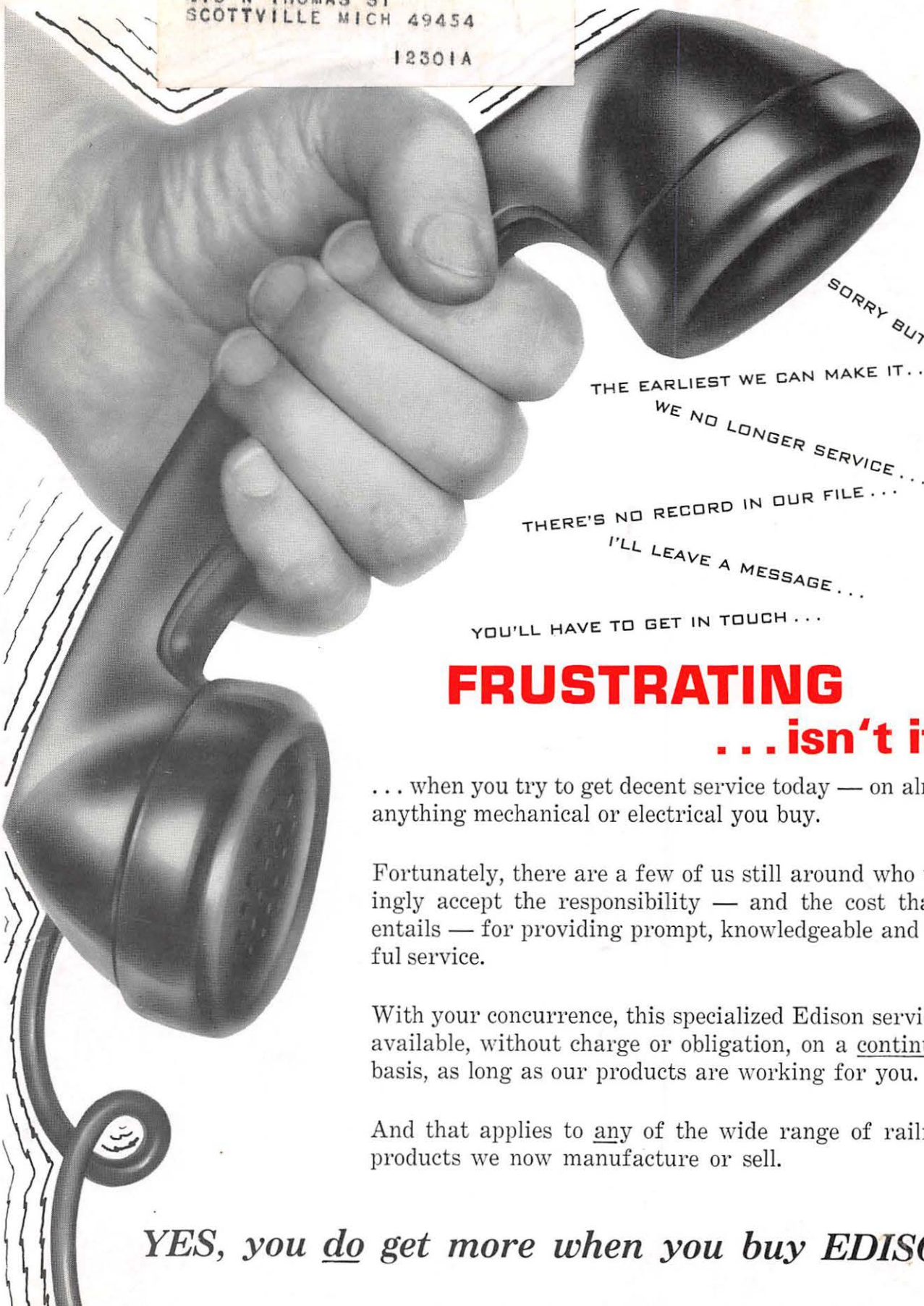
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